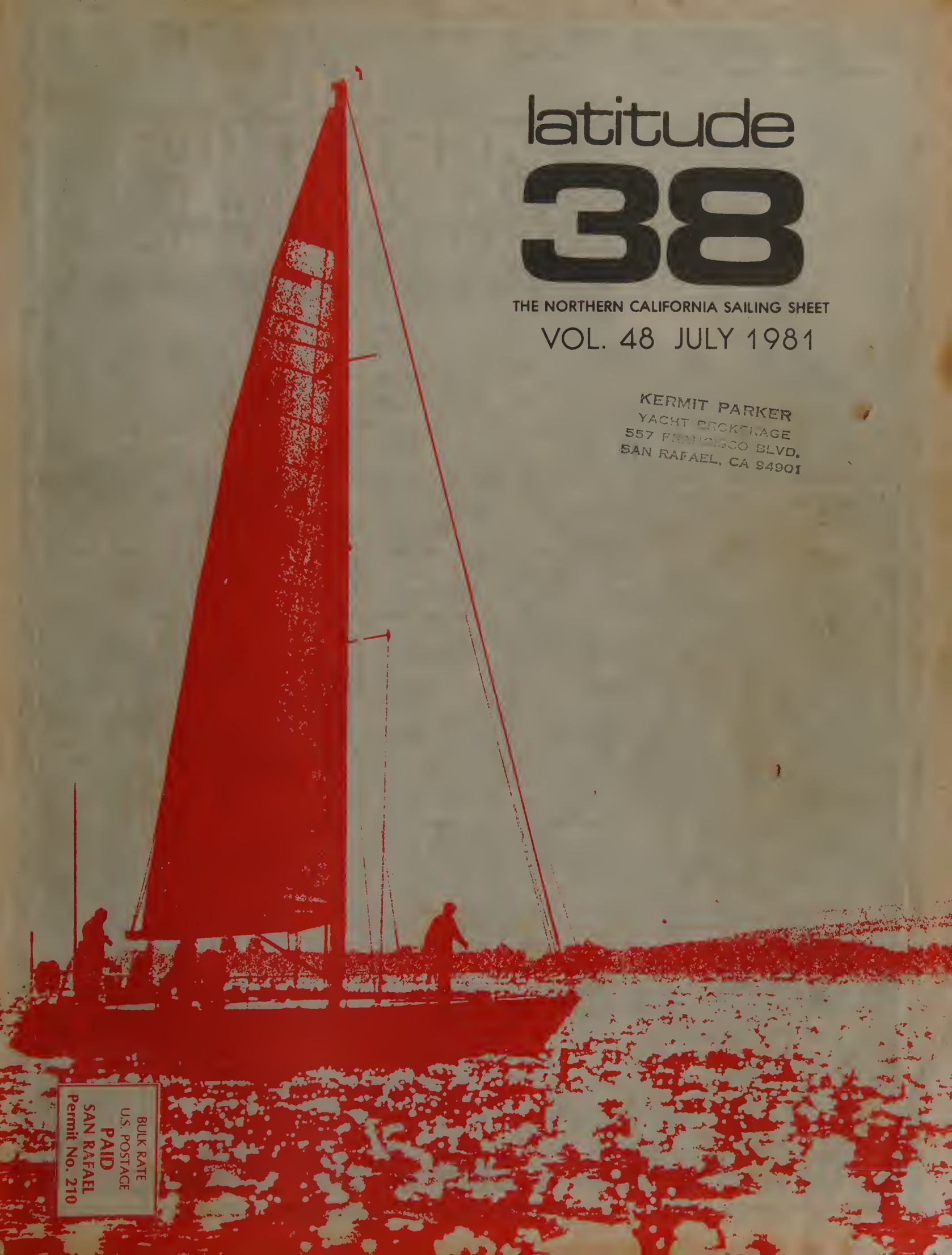


latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 48 JULY 1981

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THE RIGHT STUFF!

— MECHANICAL —

PART II IN A SERIES

We highlight in Part I those design features that contribute to the RAFIKI 37's credentials as a fast, safe, easily handled blue-water cutter. As one owner describes her "A no-nonsense survive-the-savage-sea yacht."

In this second (of six) installments, we briefly cover the engine (and electrical system).

ENGINE: We require a MARINE engine, reliable and easily maintained, with world-wide parts and service support. The VOLVO MD-17C (formerly MD-3C) was chosen. The architect — specified 35 h.p. diesel moves the Rafiki at 6 knots at 1800 RPM. HARDLY WORKING! With the standard 3-bladed prop, the fuel consumption is less than ½ gallon per hour, giving you 1200 + N. mile motoring range. Auxiliary bladders can be installed for added range.

FUEL: The 3 tank configuration satisfies several generally acknowledged and time-proven requirements. That seperate tank isolates contamination probability. One tank is always available as a stand-by. The forward tank serves nicely as a day tank to service an optional cabin heater. All tanks have seperate manifolds, clean-out access, and deck-fills (located on opposite decks from the water fills), 3 fuel filers; one engine and 2 in-line, protect the engine from fuel contaminants.

ACCESS: The engine, raw water strainer, stuffing box, filters, muffler system and thru-hull fittings are all easily reached from either the cabin access or through a cockpit hatch. Even a 250 pounder can nimbly reach and service these components. A small tool and spare parts kit is furnished with each Rafiki.

NOISE VIBRATION The mass of the hull, Airex construction, flexible engine mounts, straight drive angle and engine box material reduce the noise to conversational levels and vibration to near Zero. That's quite an achievement for a 3-cylinder engine.

1815 Clement Avenue
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The Yacht House

OAXACA; THE FASTEST SANTA CRUZ 50

Joe Burgin likes to go fishing but he didn't have a boat, so he went to talk to brother Larry who had a 48' sail boat. Maybe together they could get a bigger boat.

Larry Burgin is not new to ocean racing and with the 48' 'Nalu IV' he is routinely represented in the racing circuit, or he was until Joe got his attention.

Eventually they got the whole family involved and bought **Oaxaca**, a Santa Cruz 50.

The **Oaxaca** project is deliberate. There is little left to chance, and the boat is continually being refined. Responsibilities are delegated to qualified crew members, and overall progress is orchestrated by the very capable Skip Allan.

To ensure their competitive edge, sails were bought from Richards & van Heeckeren. They knew of the impressive reputation which Richards & van Heeckeren has earned over the years, and they figured that the sails would be designed and built with more care, that the follow up service would be more comprehensive, and that **Oaxaca** would win more races as a result.

To date **Oaxaca** has compiled an enviable record:

★ Puerta Vallarta Race:
Third to Finish behind 84' 'Christine' and 62' 'Ragtime' (62' before adding transom scoops), Third Overall, and First of the four Santa Cruz 50's, and an impressive 18 hours ahead of the next Fifty, gaining 10 miles a day on the other boats.

★ M.B.Y.R.A. Natural Bridges Race (29 Starters):
First to Finish, First Overall, beating the next Santa Cruz 50 by 10 minutes.

★ Santa Cruz 50 Spring Championships (4 entries):
First Overall, while compiling a 2,1,1,1 record for the series, sailing her way out of some impossible situations to show who is the Champion.



★ **Oaxaca** Winning the Santa Cruz 50 Spring Championships.

★ M.B.Y.R.A. Santa Cruz to Monterey (30 Starters, 30 Miles)
First to Finish, completing the race in just three hours, 20 minutes ahead of the next Santa Cruz 50 — and just ahead of the committee.

Oaxaca is impressive. Her outstanding performance is achieved through the methodical execution of a thorough and comprehensive effort which the Burgin family has put together. **Oaxaca** has yet to be beaten by 'Octavia' and 'Chasch Mer', two other well sailed Santa Cruz 50's.

Richards and van Heeckeren is proud to be part of the superb effort put forth by the Burgin family.

Oh yes, Joe almost landed a big one; while crossing the fleet on starboard just after the start he hooked a 38 footer, but the line broke.

van Heeckeren Richards and Sailmakers Oakland, California

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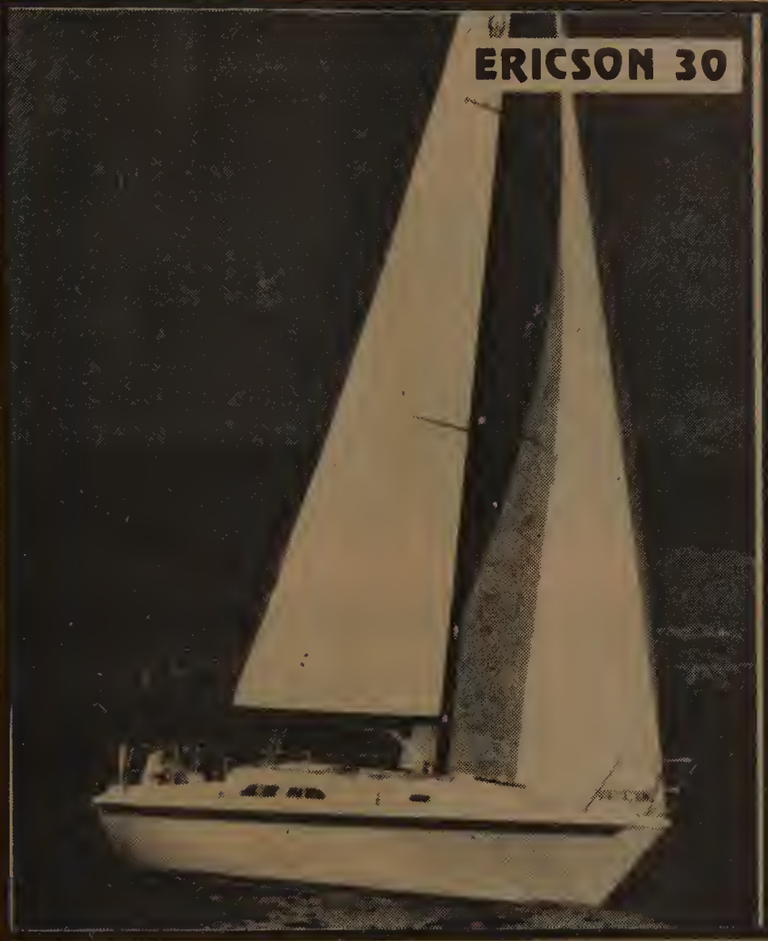
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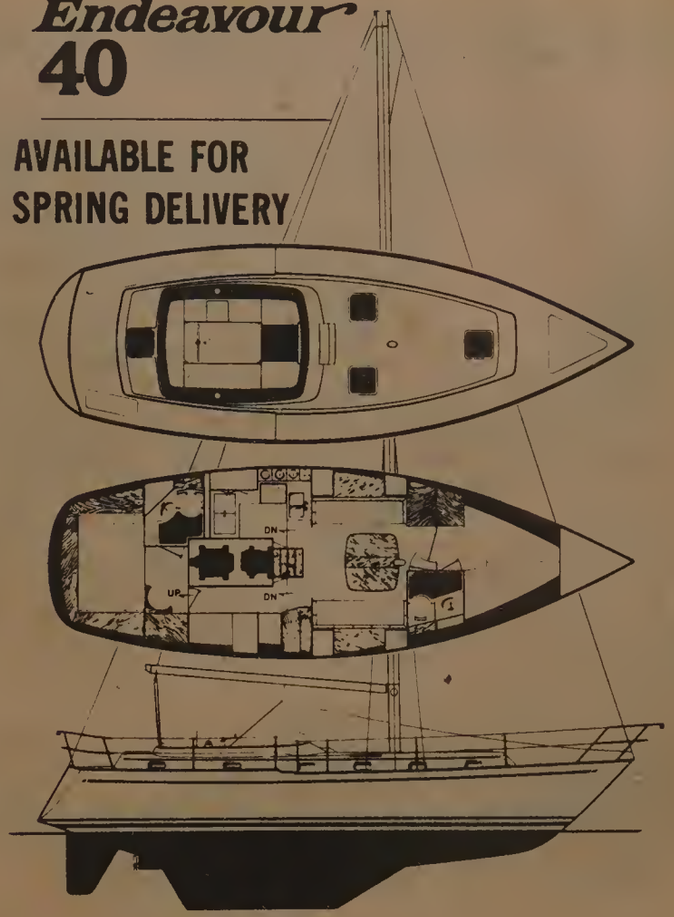
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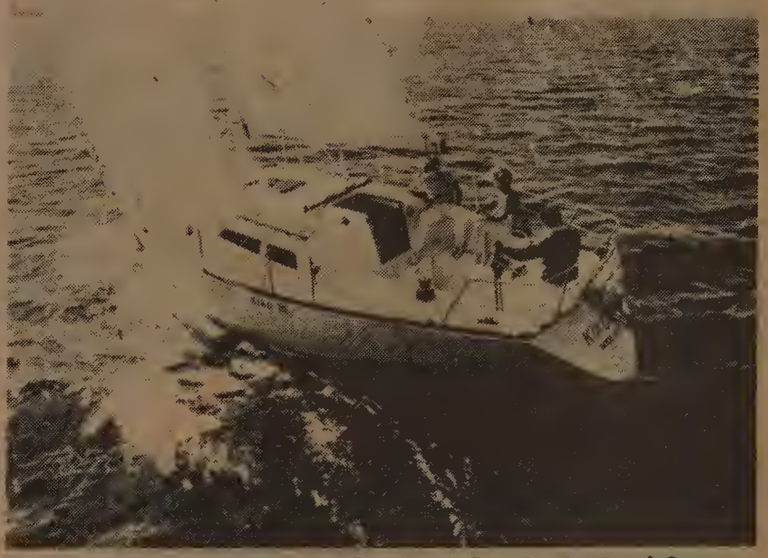
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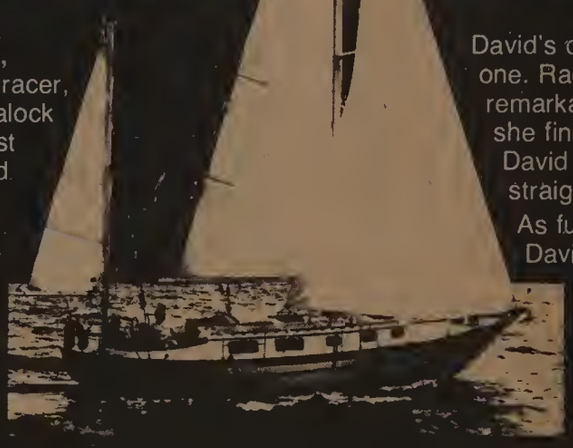
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By Pacific Seacraft



David White, veteran solo racer, chose a Crealock 37 for the last Singlehanded Transpacific Yacht Race. What greater challenge for a man and his yacht than sailing alone against time and the sea in a race covering over 2,200 miles from San Francisco to Hawaii. When a dedicated sailor gives a race his all, he demands a performance oriented boat that is also seakindly, safe and strong.



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As further proof of the boat's versatility, David and the owner, Jim Marco, beat back to the mainland in 19 days, logging 2,850 miles at an average speed of 6.2 knots.

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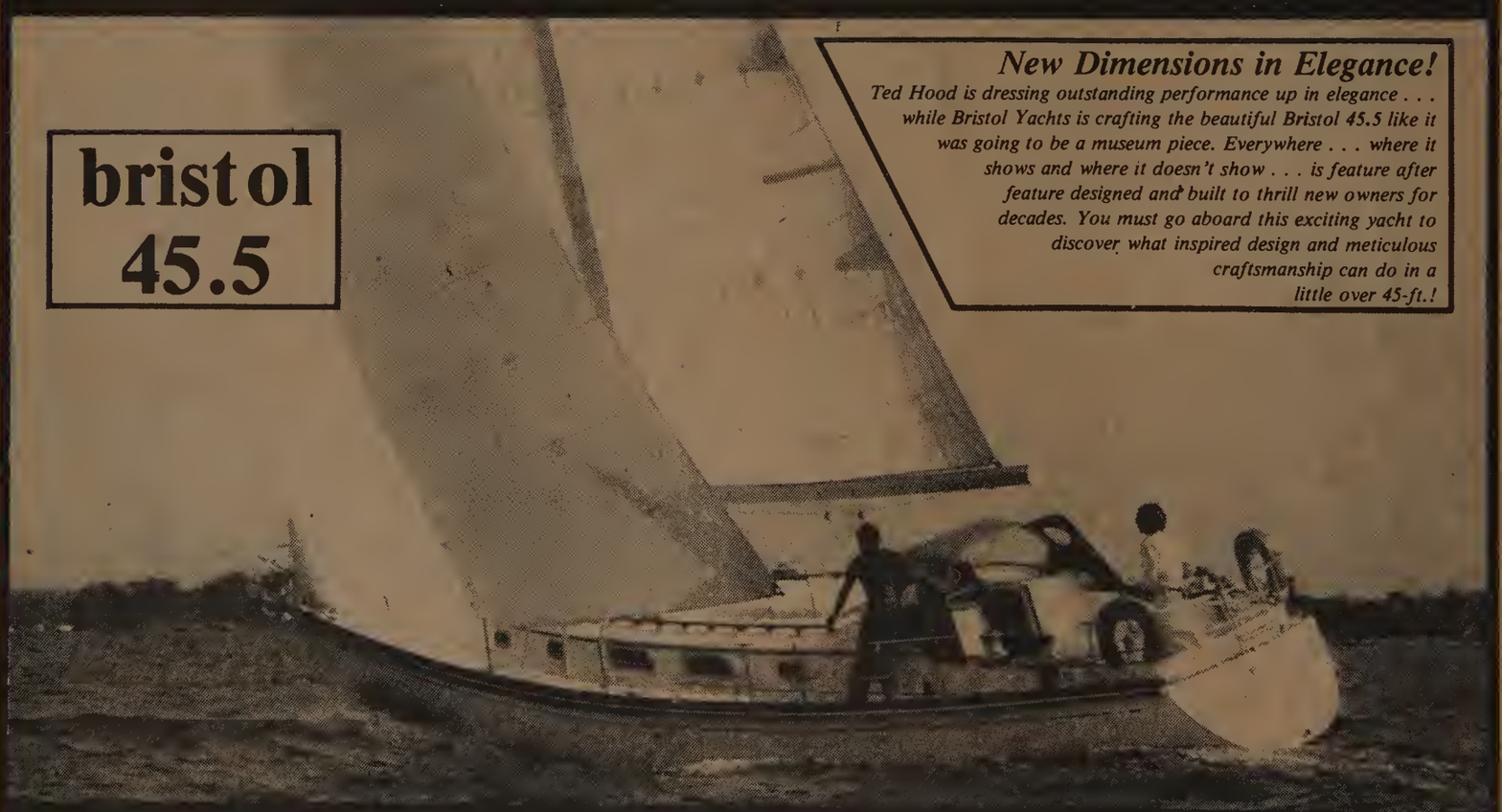
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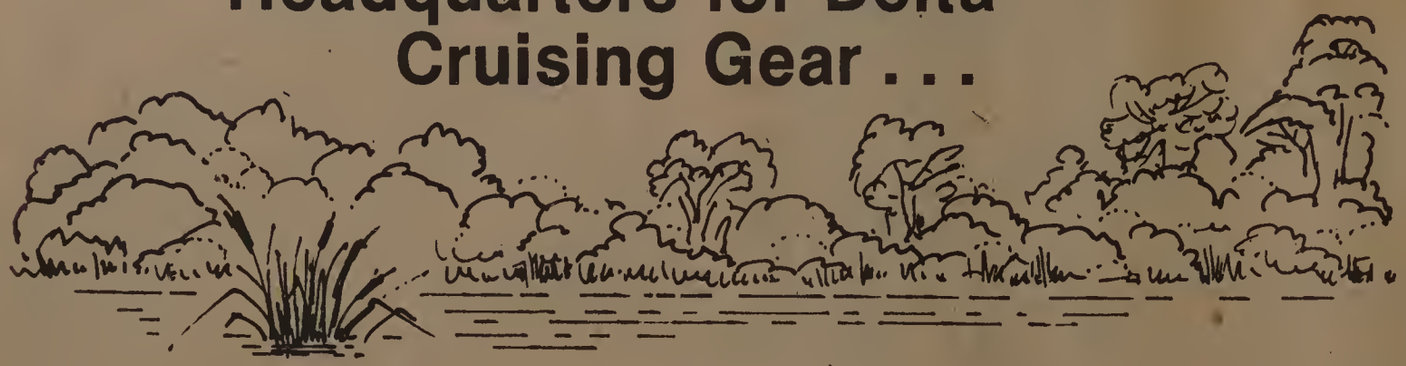
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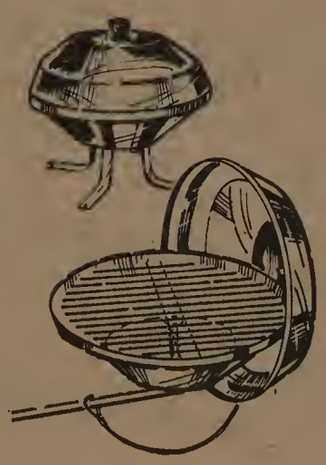


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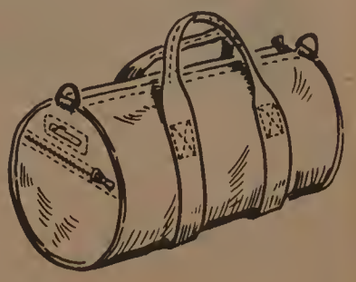
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CALENDAR

June 6 – Observer Two-Handed TransAtlantic from Plymouth, England, to Newport, Rhode Island. Dame (Damn?) Naomi James & Ron Holland's wife, Laurel, do battle with a Freedom 65 cat ketch.

June 7 – Aeolian Lightship Race, St. Francis to Bucket and back. 26.2 nautical miles. A tradition since way back when.

June 7 – Singlehanded TransPac, S.F. to Japan. Is Linda Webber-Rettie? 5,500 miles in which to reflect on life.

June 11 – MORA Long Distance Race Seminar. Open to everyone. Metropolitan YC, Jack London Square, 7:30 p.m.

June 11-14 – Long Beach Race Week. Big Boat Series south. *High Noon, Annabelle Lee, Brauvra* and others descend from the north.

June 12 – or thereabouts. The start for Ketchikan Race. Everyone's supposed to get there July 2nd. Don Goring, 647 Pacific Ave., Alameda, CA 94501, 523-9011 for more info.

June 19-20 – Catamaran Invitation for Int'l "C" Class, 18 Sq. Meters, Tornados, Hobie 18's and NACRA 5.2's. San Francisco Y.C. 435-9133. Hot cats on the loose.

June 20 – Deadline for Boreas Race entries (see July 4).

June 21 – Ancient Mariners TransPac, San Diego to Maui. (714) 223-3309.

June 23-July 3 – COORS U.S. Open, 18-ft. World Championships, S.F.Y.C.

June 26 – Deadline for entry in Big Lipton and Larry Knight. Call Diane Chute, 332-6086.

June 27 – Deadline for entry in Little Lipton and CHISPA. Call Diane Chute, 332- 6086.

June 27 – Round the Rock Race, Ballena Bay YC, 835-8737.

June 30 – TransPac. Pt. Fermin to Honolulu. The granddaddy of them all: take two weeks and kiss the world good-bye.

July 4 – Jack & Jill TransPac, Louis Place, 2830 N.W. Market, Seattle, WA 98107. Actually, this doesn't start until 1982.

July 4 & 5 – Laser Heavy Weather Slalom. Fun for spectators off the St. Francis YC.

July 4 – MORA Long Distance Race to San Diego. California Surfing championships. Call Bob Hrubes 843-9171 or Dan Brown, (714) 223-6566.

July 4 – Boreas Race. 30th Annversary. S.F. to Moss Landing, sponsored by Elkhorn and Oakland YC's. A 'tiny TransPac' for those with little time or no money. (408) 372-1260.

July 6 – Metro YC's S.F. to Catalina Island Race for PHRF's under 180 and IOR's rating above 27. Not quite a TransPac, but a great downhill run. 832-6757.

July 8-9 – Lectures by Bernard Moitessier (8th) and Tristan Jones (9th) at Santa Cruz Civic Center. (805) 644-5827, (415) 472-3500. Tristan is so full of it, it's wonderful.

July 9-12 – Fireball North Americans, Richmond YC.

July 9-12 – Monterey International Multihull Class, Monterey. Come one, come all! Call Colin: (408) 372-4271.

July 11-12 – High Sierra Regatta, Huntington Lake. Flying high taken for granite.

July 12 – Midnight Marathon – Black tie optional. San Francisco YC's whacko race. 435-9133.

July 14-19 – Cal 20 Nationals.

July 17-20 – Santana 22 Nationals.

July 19 – Silver Eagle Long Distance Bay Race. 86-mile marathon from one end of the bay to the other. A *great* bay race courtesy of the Island YC.

CALENDAR

July 20-24 – Maxi Series, England. Big boats battle.

July 23-26 – Laser North Americans, Richmond YC.

July 24-26 – U.S. Boardsailing Championships, Newport, R.I.

July 26 – Big Lipton and Larry Knight Races. Local YC's wage war for bragging rights.

July 27 – Little Lipton and CHISPA races. More sailing for bragging rights.

July 27 - Aug. 4 – Admiral's Cup, England. Twenty countries field three-boat squads to sail 5 races for most coveted international ocean racing honors.

Friday Night Races – Spring Twilight Series, Oakland Estuary, June 12, 26, July 10. Call (415) 523-3618 or (408) 259-3360; Sausalito Cruising Club, June 12, 26, July 10, 31, August 14. Call (415) 332-9349; Golden Gate Yacht Club, June 5, 19, 26, August 7, 21, 28, September 4. Call (415) 924-0570 or (415) 346-BOAT.

There's also Friday niters at Corinthian Y.C. (415/435-4771); Wednesday nite races at Vallejo Y.C. (707/644-5321) and off Santa Cruz (starting at 6:30). Have fun!

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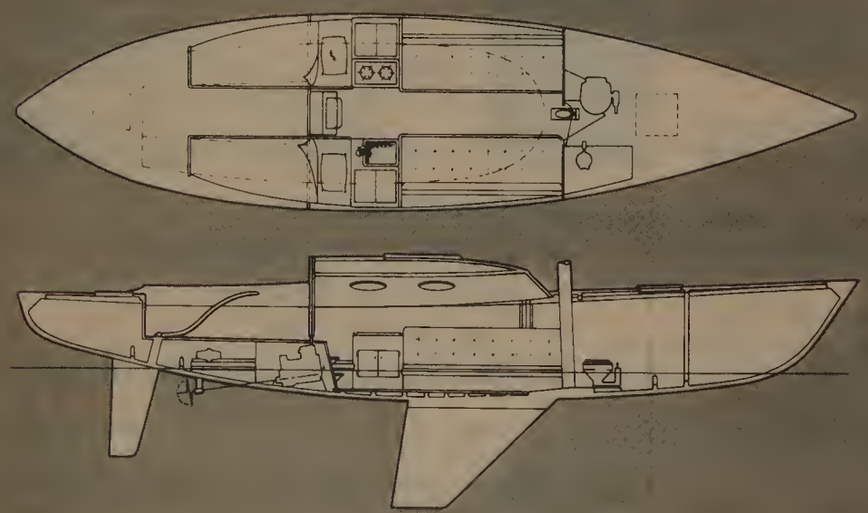
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New from C&B MARINE

Tiffany Jayne

Designed by Paul Kotzebue





See the Boat In-The-Water at the Santa Cruz Boat Show, June 5th, 6th & 7th.

LOA	33'10"
LDWL	25'0"
Beam	8'0"
Draft	5'6"
Displacement	5790 lbs.

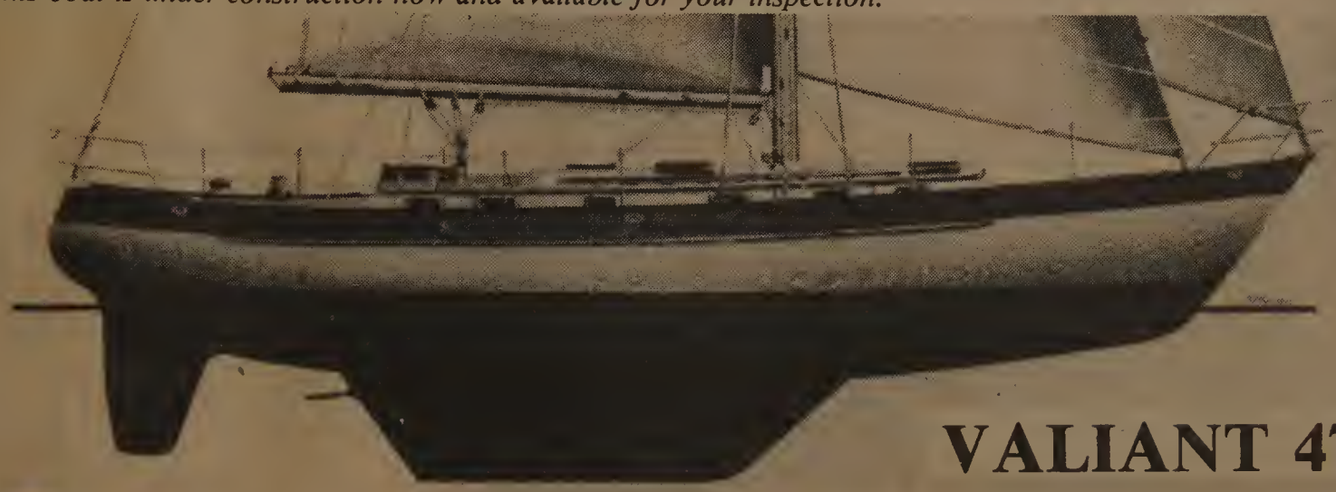
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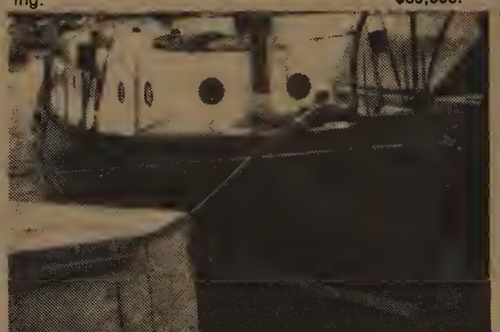
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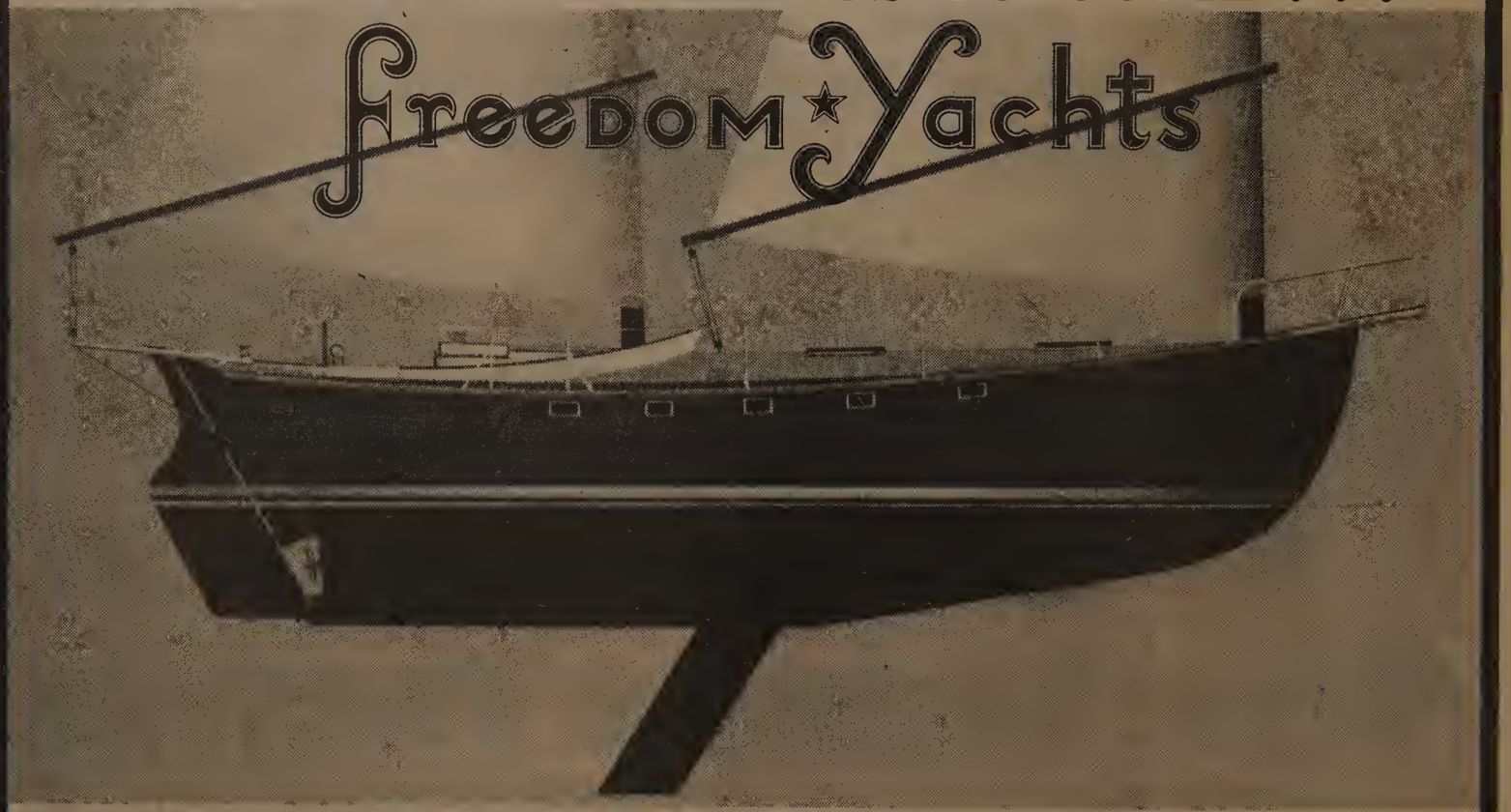
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LETTERS

□IN RESPONSE TO RON WEST'S INQUISITIVE LETTER

It will be difficult to find anyone that has made the run from the "Virgin Islands to the Bay Area about the end of June" as that is the time of the start of the hurricane season. Prudent skippers stay north of latitude 28 degrees between the first of May and the first of November. Crossing the Caribbean and sailing up the West Coast of North America in the summer is pushing your luck to the extreme. The best time to leave the Virgin Islands is about the middle of November.

Any main post office can tell you all you need to know about getting a passport. But it is simple. Just take 2 passport photographs and proof of birth and I believe, $15.00 to the main post office and in 10 to 14 days, voila. A passport comes in the mail.

To enter any foreign port, or even land on the beach, you will need permits previously obtained from the Consulates of the countries you might enter. Obtain permits from ALL countries along the intended route. You can get a list of the foreign consulates from the American (United States) Consulate office in San Francisco.

You will need foreign courtesy flags for every country along the intended route. If you don't fly the flag of the country in which you enter they may use it as an excuse to fine you. Their hearts are as black as ours. Also you will need the quarantine flag, Quebec.

Firearms will be confiscated at every foreign port but sometimes you will get them back.

Mexico requires a temporary import permit which is obtained at the *first* port of entry from the equivelant of our DMV.

Mexico requires fishing licenses of everyone on board if you have as much as one tiny fishhook onboard. Get this from the Mexican consulte *before* you enter Mexican national waters.

Be prepared to accept the fact that different laws or rules will apply in different ports of the same country.

You need proof of ownership and proof that all applicable taxes have been paid before you can enter the United States. Check with the Consulates about the necessity of vaccinations.

There are agents that can do most of the paper work for you, at a price.

Some countries demand typewritten crew lists; I suspect this is an attempt to force you to use an agent.

If you are looking for an exceptional, bitter-sweet experience, by all means sail your boat around and through the canal. But if the main object is to get your boat to S.F. with the least expense and adversity, then sail to Corpus Christi and have it shipped overland to San Francisco.

Karl Romaine
Port Hueneme

Karl is a long-time delivery captain and expert on pleasure boats. Thank you for your response.

□ANOTHER OPINION

This letter is in response to the letter from Germaine Long regarding the Ladies Day Race held by the Golden Gate Yacht Club (April '81 "Fun for the Ladies"). We are the women skippers and crew of the other boats that participated and we feel the letter from Ms. Long was very slanderous to the men of the yacht club, was not true, and should not have been published without someone from your magazine checking on the validity of the contents.

The Ladies Day Race was first held in 1980. It was established as a fun race to give women with little experience in sailboat handling a





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L.O.A. 45'8"
L.W.L. 36'6"
BEAM 13'6"
DRAFT 5'10"
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BALLAST 11,500#
S.A. 1,093 sq. ft.



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DISPL. 28,000#
BALLAST 8,800#
S.A. 717 sq. ft.

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LETTERS

chance to take the helm for a couple of hours. This included power boaters as well. Everyone enjoyed last year's race so much that it was decided to hold another one this year. The intent was the same — an easy course, a barbeque to follow and good company for a fun day.

This race is not a YRA or USYRU sanctioned race and was never intended to be. There are many other races that have as their specific intent to be a serious YRA events. This is strictly an inter-club event — just for fun. The racing rules were made by the sail fleet captain with the safety of the vessel and all aboard the number one priority. He in no way implied that ladies and boats were a dangerous combination and he did not "provide" gentlemen to accompany the ladies. The women skippers provided their own crew and the choice of who to have on board was theirs alone. There was a penalty if a man took the helm at any time during the race.

Ms. Long and her crew were the only ones who expressed dissatisfaction with the race, although hers was not the only boat with an all woman crew. They were well aware, before the start of the race, that there were men on the majority of the boats. If they did not approve of this they should not have participated in this race. Due to their conduct at the barbeque following the race what started out as a friendly social event, with the opportunity to learn some racing techniques, turned into a battle of the sexes.

We hope to enjoy the race again next year and would not like to see it cancelled because of the obnoxious behaviour of only one of the participants.

Bonnie Archer, Nancy Pettengill, Peggy Edwards, Judy Place, Mary Foxall, Madelyn Schnapp, Wanda Keefe, Marcia Schnapp, Mary Ann Mann, Addie Snapp

☐MORE THAN LIKED, I . . .

LOVED the carton of May *Latitudes* — which I have distributed to:

— 3 insurance companies who have drooled over my prior copies.

— several of our files (cut them up so I could put articles, photos etc. into the files of those people we are insuring who were photographed and articled.)

— more went to non-yachties members of our staff who now are properly impressed that the pointy-end is indeed the bow and that I am indeed very clever

— and the others are being sent to some of the newly-insured boat owners whom we are insuring — as PR for you but also making ourselves out to be heros.

Since I have never before received a carton, I rather imagine it was a mistake. And if you would like to compound the mistake and repeat it in the future, I would not object.

Peggie Foster
Capital Workshop Insurance Agency
San Francisco

Peggie — The bruisers in the circulation department came in one morning and said they'd break our knuckles if we didn't send at least ten copies of each issue to all the advertisers. Since we can't type with busted knuckles, you should be receiving copies as long as you advertise, which we hope will be forever.

☐ISLAND BREEZE

After several years aboard *Foggy* and *Maya Moonstone* in Sausalito and Richardson Bay, we made the move south to the islands in '79. Have just bought and live aboard *Hula*, a 45' Seagoer



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LETTERS

yawl, built in Hilo in '53 after Harry Pidgeon's old design. Former owner Bob Moore has done a primo job restoring her with two double berths, simple systems, built-in everything including vacuum cleaner and Lazy Susan stowage! At 10+, she's a steady, true vessel and good home.

We're looking forward to the TransPackers arriving. Things are mellow here, Marty's got a good job with University of Hawaii Marine Advistory Program, Robert's with the East-West Center's Pacific Islands Development program, and 20-month old Adrian has his hands full with all the nooks and nookies of his floating home (he was conceived aboard in Sleazalito, got his sealegs in the Caribbean at BVI, Virgin Gorda, etc. and loves Hawaii).

With our small company called Waveline, we are pulling loose ends together, networking people and places in the Pacific, and setting sites to extended cruising in 1-3 years, depending on finances and good crew. For those coming, boat bargains are few (we looked 1½ years before this, our fourth boat & saw only two other good deals — a loaded Westsail 32 in bristol shape for $38K and a Tahiti ketch which listed at $11-12K for 8 mos. Then went to $6,500 one day and was sold in one hour — we were 45 minutes too late!), berthing non-existent, and Californians are very resented (a harbor offical once told us they don't build more berths here 'cause Californicators would just get them anyway).

But, despite the hassles, the sun is fine, the seas glorious, cruising wonderful 'cept the channel roller coasters and most folks are warm with aloha. Tho we've adjusted well (Robert was raised here at Pearl City), we always shed a fond tear while reading *Latitude 38* and remembering the *best* bay and its peoples. Your "sheet" is very together, read cover-to-cover by a vast network of yachties here (there's only a marginal "sheet" here), and we thank you for your efforts. Since it must be almost time to renew, here's our check for airmail delivery! As the motto of Hawaii says: "Ua mau ke ea o ka aina i ka pono" (the life of the land is perpetuated in righteousness)! Aloha, dear friends.

Robert, Martha & Adrian Staff
Aboard the yacht *Hula*
Ala Wai & Keehi Lagoon, Honolulu

☐MORE THAN A DOG'S WORLD

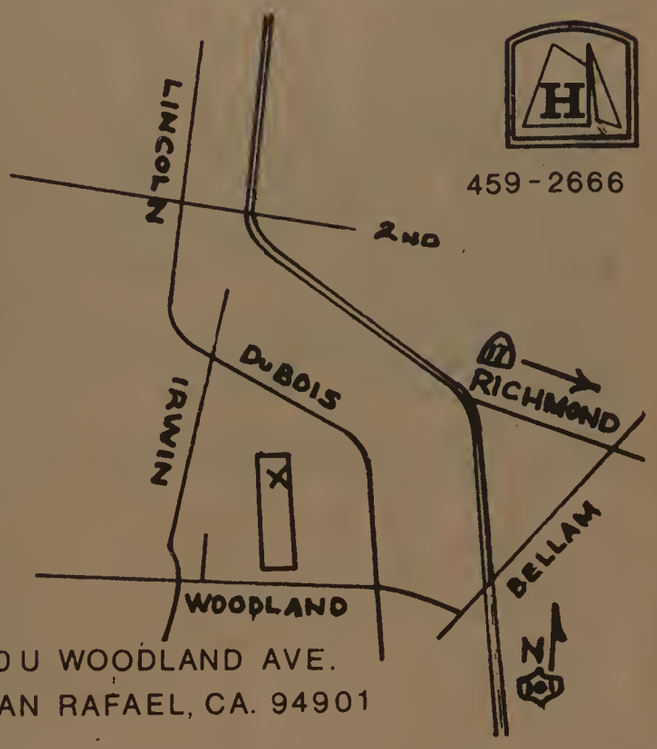
Being that you folks have done so many nice things for me the past year, I decided it was time I write and express my heartfelt appreciation. You are all really great. Not only did you opt to run a picture of my dog, Sounder, rather than my wife, Valerie's picture in your photo contest; you got us hooked up with a real live MORA racing boat via your crew list efforts; and you also keep my otherwise atrophying brain vitalized with pearls upon pearls from your one and only Maxwell Ebbtide.

You may be interested to know that Sounder — after seeing his printed picture last November — decided he was destined to live his hounded years as the spotted salty dog and has adjusted his behaviour accordingly. He now refuses to keep watch when our boat is going to weather. Being pitched around the cockpit and winch-grinding his tail is too much an unpleasant experience for the new salt. After I gave him the seasickness test (Max, I swear his eyes stayed centered) he chose to keep his weather watches down below — in the leeward berth.

You may also be interested to know that the MORA boat you hitched us up with is the Pearson 30 Flyer, *Beebalona II*, skippered by none other than George 'Let's Take the Plunge' Gombassy. George

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The NORSEMAN'S interior is very spacious and with headroom ranging from 6'8" to 6'4" throughout, she is ideal for sailors of all sizes. The tri-cabin, 2 head layout is well lit and ventilated by a combination of 9 opening ports, 6 opening hatches, 5 deck prisms, 5 dorade type vents and six fixed windows.

The galley is both large and functional and has more than adequate stowage while the main salon easily seats 6-8 for meals or socializing. Topsides, the deck layout is extremely efficient and can be easily modified for a cutter rig. The sail plan is extremely powerful allowing for quick passages in light air, yet easily reduced for more efficient offshore conditions.

So, all in all, if you are looking for a well found performance cruiser or if you are tired of the I.O.R. headaches but not the speed, then the NORSEMAN 447 is the boat for you.



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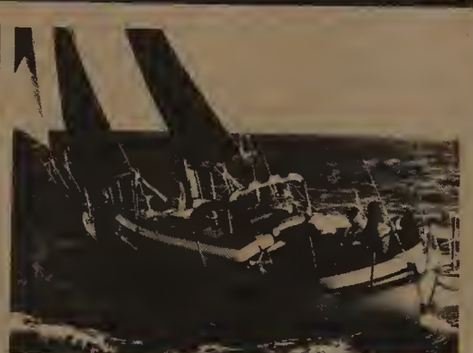
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LETTERS

is a good sailor and an excellent skipper except I think his latest overboard experience has somehow affected him. Either his head is a little wet (i.e., he's not playing with a full deck), or else he has decided to get back at the world. REVENGE.

During last week's Farallones Race, Rob, one of our able crewmen, was somehow ejected at the foredeck (fortunately he was wearing George's now famous safety harness and was only plunged for a short time) Also during the spinnaker reach home, George asked Valerie to please distribute her weight aft at the leeward side of the cockpit. I suspect that he was looking a little windward when he made the request because immediately following her relocation he was shouting "Flame Out",, burying Valerie to the neck in boarding Potato Patch slop.

Other than the above, though, we like George and plan to crew for him in future races. We figure acupuncture may help to relieve a little of the behind-the-ears water pressure (Max?). Until then, we have all purchased our own set of Force 7 Scuba Gear.

Thank you *Latitude 38*. We love you.

Don Baker
Pinole

□GREAT EXPECTATIONS, MINOR CONFUSION

We here in Latitude 21 read and cherish your magazine, however we have a couple of comments related to the Calendar as published in the May 1981 issue. First, and most important, is the lack of mention of the Hawaii Yacht Club Friday Night Champagne Races, held 52 weeks each year, wherein all Bay Area boats are invited. Just show up at the starting line before 5:30 and go for it. Second, and probably not as important, is the start of the TransPac Race which is July 3rd, not June 30th as reported. As for the reference that Honolulu is the L.A. of the Pacific, you're just jealous since when we have a wahine race we know which are wahines, unlike the great liberated Bay Area.

I understand there are several fine racing yachts from your area entered this year, that is if you include Santa Cruz as part of the Bay. We may be a small state but have done quite well, *Chutzpah* (a Bill Lee design) was a two-time winner and this year we have seven boats: *Tuia, Libalia Too, Uin Na Mara III, Moonshadow, Gerontius, Country Boy* and *La Faire*. We don't expect to be anywhere near the first to finish, but we expect to beat the hell out of similar Bay Area boats.

Keep up the good work on the rag and continue to send them to Paradise.

Bob Rhein
Kahuna, Friday Night Races
Hawaii Yacht Club
L.A. of the Pacific

Kahuna — Our first stab at a Calendar resulted in 3 or 4 bloody mistakes and was nearly fatal. If you think we screwed up on the date of the regular TransPac, consider what we did to the Jack 'n Jill TransPac. The day was right but the year wrong; it starts in 1982.

Hawaii has a lot to be proud of in Chutzpah, *particularly since she was driven to two TransPac victories by predominately bay area crews. Any Hawaiian boat, given a bay area crew, is always a threat to do well — don't you agree?*

As for your wahine identification problem, we'll be in Hawaii to cover the TransPac and will stop by your club to give you some pointers. Dont get married or accept any hot dates before then.



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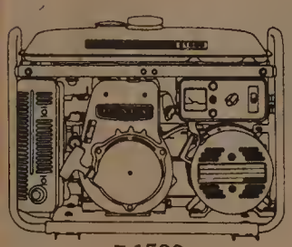


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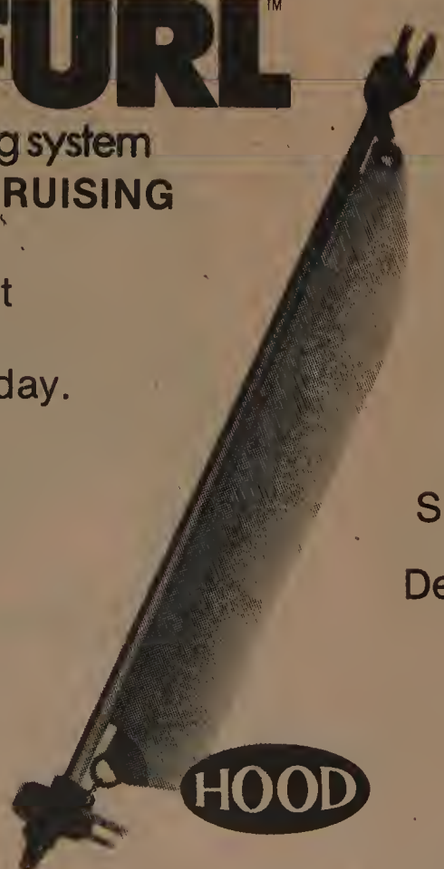
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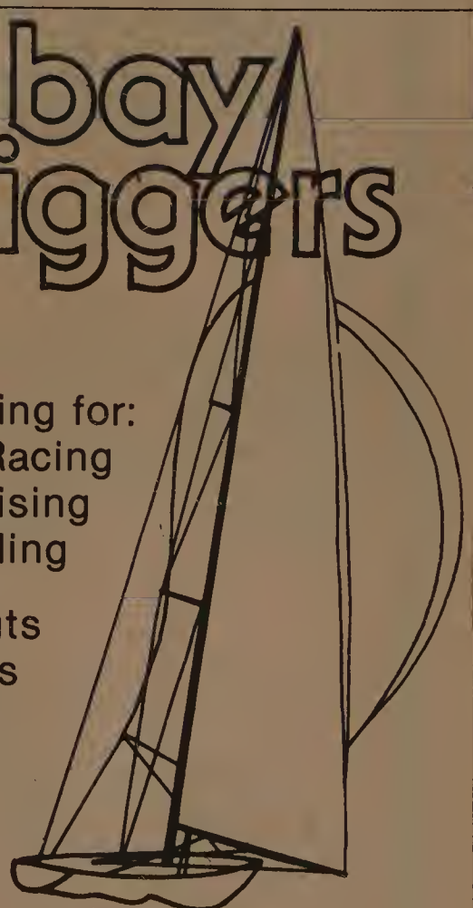
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LETTERS

Meanwhile, northern California thanks you for the Champagne Race invitations.

□WHERE ARE THE AFRICAS?

I like your magazine and am happy to see how it has grown so much in two years when I last saw it.

I now have a subscription.

I read your first article with great interest about the *Wander Bird*, and waited with great anticipation for the second. I was happily surprised to find that my old friend, Kit Africa was involved with the project. After going down to the *Wander Bird* and by chance seeing Mr. Sommers, he told me that Kit lives in Washington. Does anyone in your magazine know of his address or that of his father, Spike? I would like very much to say hello to either one of them, or is Kit going to be present for the maiden voyage? If you can help me please write:

Chris Torney (415) 461-0566
207 Kent Ave., #1
Kentfield, CA 94904

Chris — We can't help you but maybe some of our readers can and will drop you a note.

□BARE POLES KNOCKDOWN

Enclosed is our check for this month's advertisement. Please do it again just as before. I know it isn't much of an ad, but it sure *works*!

Also enclosed is a slide I took a few days ago at a local marina. The



boat is a Catalina 30 which has fallen on hard times so to speak. She fell over when one of the struts on the cradle gave way. I happened to spot the owner walking around wearing a T-Shirt from the Suicide Prevention Center Sacramento. I thought you might like to have the slide for your *OH SHIT!*, collection of wrecks and general fuck-ups.

Keep up the good work, I still love your magazine.

John Kinchle
C&J Marine
Stockton

□THE LAMENT OF A GERMAN BRUNETTE

It's me again, Ute, the German brunette you said you remembered from the last time I wrote. (Though these days I've taken to telling people that I'm Artesian when they ask me where I got my strange name!)

I'm sending you an extra stamp so you can forward this to "Rapid

Instrumental in Victory --Again!

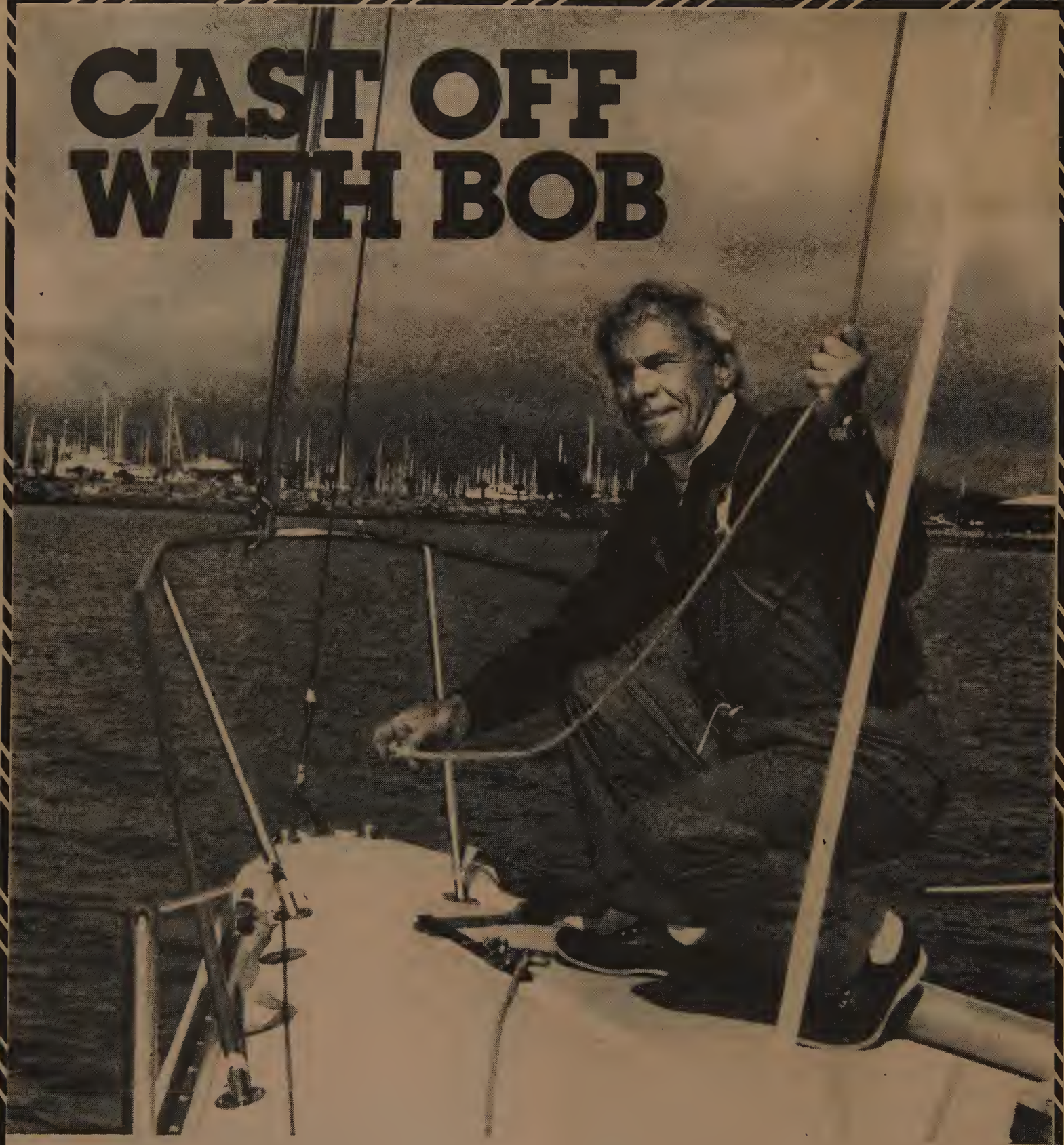


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CAST OFF WITH BOB



⚓ Friday's at 5:30, Channel 7's own skipper and boating enthusiast, Bob Marshall, brings you a complete report on all the weekend boating activities around the Bay and on the Delta.

⚓ Organized regattas, cruises, boat shows, Bob has it all.

⚓ For a waterful way to spend your weekend, cast off with Bob every **Friday at 5:30 on** news scene 7

LETTERS

Ron" (who wrote to you in your May issue) if you like. I've got a few words for him . . . "WHERE WERE YOU WHEN I NEEDED YOU?????????" All these many months I've been looking for a guy with a boat, someone reasonably attractive, mellow, and a decent sailor that could TEACH me something. Could I find any?? NO!! Oh, sure, there's plenty around, but most of the "yachties" I've run into are either too stuck up to talk to you when you confess you're a novice, or they get real friendly . . . until you find out three weeks later their wife isn't as thrilled with the idea of you sailing with them as they are!! Well, such is life. Being of the "never give up the ship" disposition myself, I finally found a guy who, if he doesn't have a boat, is at least as hot after getting one as I am. We're saving our nickels and by this time next year we're hoping to be on the water at last. Meanwhile, I'm learning to hang glide, so at least I have something close to sailing to lean on in my period of deprivation!

Anyway, as far as Ron's statement that why aren't any of the rich gals good looking too, well, honey, you can't have everything! When you're utterly land bound and have a job that requires you to dress (in dresses, stockings, and the whole nine yards! ech!) every day, and your landlord raises your rent every other month, and your car dies on a regular basis, and you have to provide all by your lone lorn self, well, hell, what can you do? If I'd only seen your ad for a sailing companion in December I might have convinced you that money isn't everything. But alas, in the meantime I'm hopelessly in love with my pilot. (And besides, no matter how "Rapid" you are, hang glider pilots keep it up longer!)

Love and kisses to *Latitude 38* . . . you've got the best mag on the market, and keep me dreaming sweet dreams . . . next year, our Hobie . . . after that, maybe a Cal 22 . . . then maybe a Lancer 36 . . . the possibilities are endless!!!

Ute Perla
Fresno

Ute (does it rhyme with cute?) — We can't forward letters, but Rapid Ron's got a sub and is sure to read this — and lament.

□LONG DISTANCE INFORMATION, GIVE ME MEMPHIS TENNESSEE

Your May 1981 issue was its usual great quality, but could I persuade you to include our event in your Calendar section? What with the ballyhoo surrounding the Coors Open, the Okinawa Race, the Watercloset and the "other one", I suppose its extremely easy to overlook the MORA San Francisco-San Diego Race held over the 4th of July weekend.

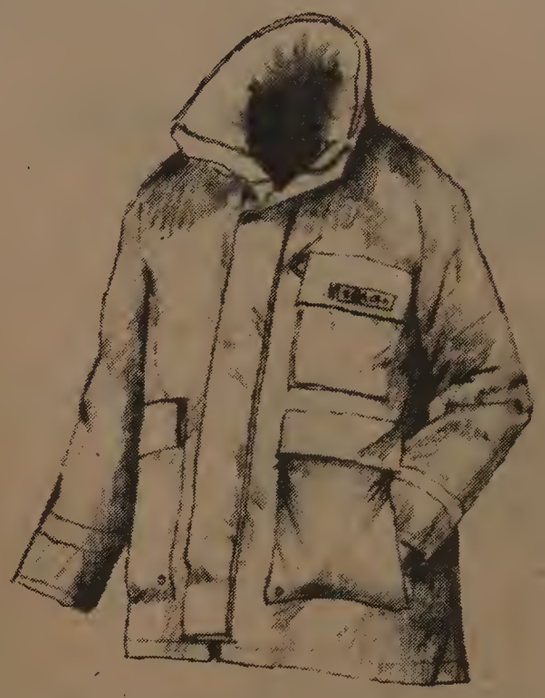
This year's event is yet another "ho-hum" race featuring wild post midnight sleigh rides, thrilling broaches, vicious attacks of boat butts and a finish line 50-77 hours away depending on speed and nerve. A new feature is two separate but equal divisions: One for ULDB flyers; the other for heavier than thou displacement yachts (with displacement-length ratios greater than 185-190.) Equal prizes go to both divisions. Handicaps will be assigned by the Bay Area PHRF Committee.

The Olson 30's look like they'll have a one design fleet. If only the Santa Cruz 27's would get their act together, MORA would offer them one, too.

For competitors I suspect last year's winner Jay Schuman will return. A new Choate-Schumacher 30' will be entered with a hot North-South Crew. *Critical Mass* will be out and running. In the

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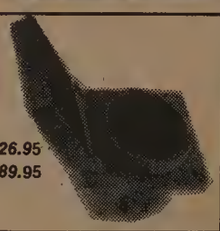
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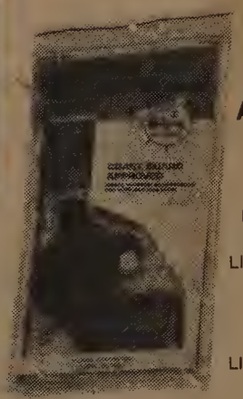
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Come in and see these amazing new winches from New Zealand.



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LOW PROFILE White PVC Cowl Vents

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MODEL	SIZE	LIST	SALE
10863	3"	$29.75	**$24.99**
10864	4"	$35.05	**$29.45**
10865 ★	5"	104.70	**$52.35**

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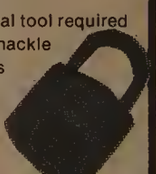
10BC model is twice as powerful as other common 5 BC models. ABC models work on all types of fires.

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	LIST	SALE
160/40C-1½"	$12.45	**$10.59**
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WINDEX

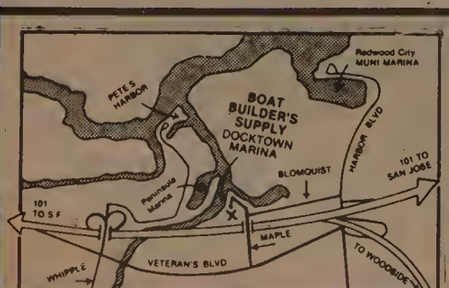


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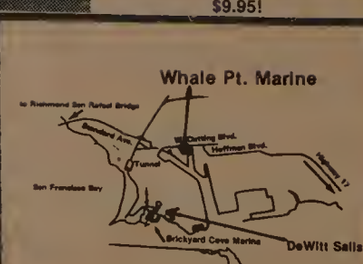
MODEL: WINDEX 15
LIST: $39.95
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LETTERS

heavy division, it has to be a whole new game without the flyers to grab all the silver from them. This divisional split is a certainly more equitable split and should encourage more entrants.

As for predictions, the smart money's on a record-breaking passage — larger light boats are the reason. Past performances also favor a winner from Santa Cruz — at least in the lightweights.

John C. Dukat
Oakland

John — We certainly would have included the MORA Long Distance Race in our Calendar except we thought that everyone already knew about it. Fear not, the L.D. Race Seminar is noted both in our Calendar and in Sightings this month.

☐MAYBE MAX EBB SHOULD GET ROYALTIES

In vol. 47, May edition of *Latitude 38*, you told of acupressure arm bands which are used to "de-sensitize the middle ear" to prevent seasickness.

I am elated to report that after more than 100 ocean sails on *Desire'e*, a Cal 39 out of Santa Cruz, and after more than 100 episodes of the dreaded "Suicidal Green Woozies", and as many different "cures", the bands have totally eliminated my problem. They really work!

I would like to make these bands and complete instructions available to your readers, so please accept my enclosed Classy Classified.

Corrin Watts
Sunnyvale

Corrin — Apparently you're not the only one who wants to make the 'cure' available; we've got two such ads running this month. We'd appreciate some reader feedback after folks have used them for awhile.

☐YOUR CHEATIN' HEART

I think the Lapworth 36, *Wild Wind*, has been cheating during the HDA bay series. The USYRU's Fundamental Rule of Fair Sailing states, "A yacht shall participate in a race . . . only by fair sailing, superior speed and skill, and, except in team races, by individual effort."

Now you tell me if it's fair when all the lovely women on that boat start tossing their clothes off?! Our crew starts screwing up all over the boat and the captain can't stop oogling long enough to keep his eyes on the telltales and his mind on racing. But is it fair sailing? Undressing certainly doesn't qualify as 'superior speed', and it's more an art than it is a sailing 'skill', and I don't think it's what the rulemakers had in mind when they cited 'individual effort'.

The only fair solution is to penalize *Wild Wind* six seconds a mile for each race in which they doff their dudds. If we can't get satisfaction from race officials, we'll have to take the situation into our own hands — i.e. go naked, too. Geez, will they ever be sorry!

Support the E.R.A. — Equal Racing Amendment!

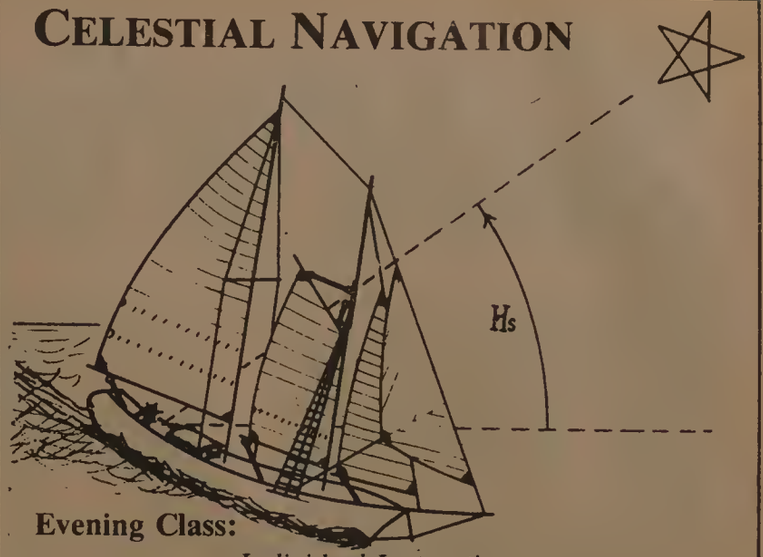
The Heavy Brothers

H.B.'ers — You protest too much.

☐WHERE OH WHERE?

I would like to build an *El Toro* and a *Fireball* sailboat, but I don't

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I will be sailing a boat back from Hawaii during July).

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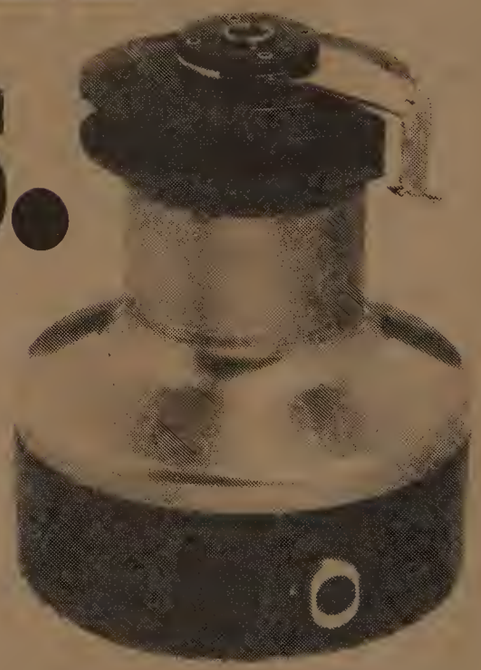
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LETTERS

know where I can obtain official construction plans.

I would appreciate it very much if you could advise me on where I could send for plans (and the cost of such plans) or forward my letter to the proper people.

Robert C. Means
Fresno 299-7046

Robert — We're certain some of our readers belong to those classes and will give you a call and be able to answer all your questions. Like any boatbuilding project, we'd caution you carefully to weigh buying a finished boat versus building your own.

☐THE NAME GAME

As an outlet for blowing off steam, you serve a very worthy function.

The object of my dissention is that term "Yachtie" that has been appearing in various publications lately.

To me it is a debasing description of those who have the means and the brains to navigate their tiny vessels around the Wet 3/4 — the Waters of the World.

It puts them right into the same category as "crummy", "rummy", and "dumby".

My first suggestion, at the moment, is "Yachter". And my other suggestion is that *Latitude 38* run a contest to arrive at a better term. To me a free copy of *Latitude 38* with "First Prize" stamped across the cover would be a valued a prize as any silver, loving cup.

Franklin T. Potter
San Francisco

Franklin — Thanks for the praise, however, we're going to have to disagree with your sentiments regarding 'yachtie'. Our experience has shown that yachties is the appelation most favored by cruising folks, possibly because such a diminutive keeps them from taking themselves and their achievements too seriously.

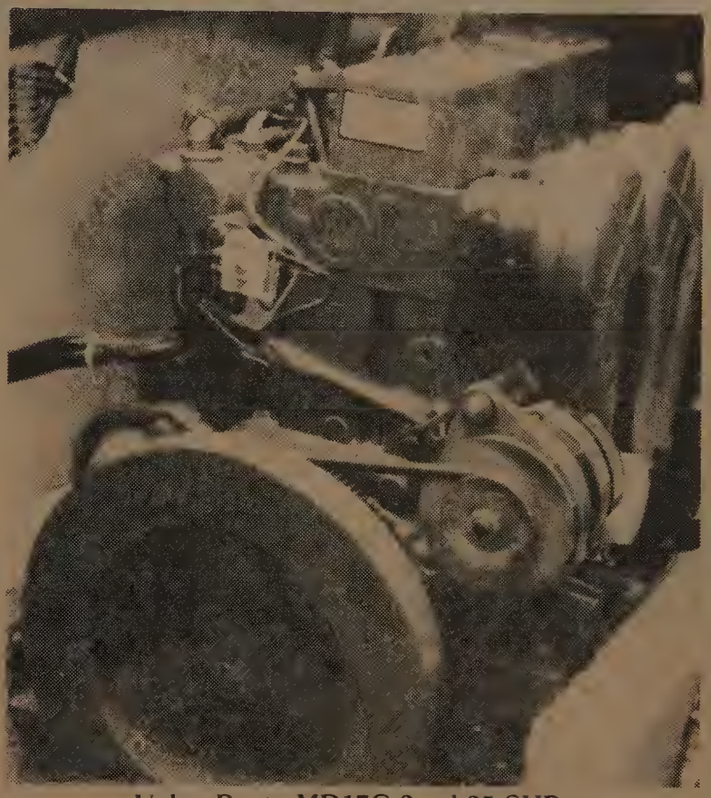
And if you stop to think about it, the noun 'yachtie' has nothing in common with the adjectives, 'crummy', 'rummy', or 'dumby', except of course for the fact that they rhyme. Lawd knows there are crummy yachties, rummy yachties, and dumby yachties — we've been called by them all and have yet to resent it.

☐I SAY . . .

A few comments on cruising in Mexico. In a recent issue you had a photo of a shirtless gringo standing outside the port captains office in La Paz. That is a no-no. Keep a special clean shirt just for the port captains office, always try to speak at least a little Spanish, always remove your sombrero inside and you will be surprised at how smoothly things go. If an official asks for more copies, offer to make them up, often they will then agree than one of two might be enough after all. If you have really screwed up, as I did once showing up in Cabo direct from S.F. with nothing but my passport and the ships papers (U.S. document), don't try to handle it yourself, hire the local ships broker. For quite a reasonable fee (usually around $20), he will handle the whole thing and deliver the appropriate paper to your boat.

Another hint which might be helpful to my fellow beer drinkers. In Mexico, unlike the U.S., one can buy beer directly off the trucks and often if one is buying more than a few cases they are happy to deliver and sometimes will even stop at the ice house on the way.

1894 Was A Very Good Year



Volvo Penta MD17C 3 cyl 35 SHP

Rudolf Diesel's first successful compression ignition engine ran under its own power in February of that year. His vision of an efficient and durable prime mover was on its way to becoming a household word.

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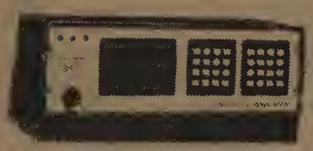
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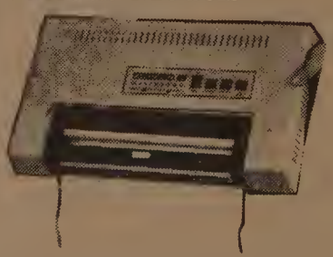
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LETTERS

One comment on the Ketchikan race — it doesn't sound like any fun at all and I bet it's going to prove to be a real gear buster. (I've been chartering in Alaska since '75 and have made the trip north 6 times in boats from 22 to 41 feet and at all seasons of the year and I stick to the inside all I can.

C. Howell Brown
Seward, Alaska

☐WHY DON'T WE DO IT IN THE RIVER!

As a member of the Stockton Sailing Club, I was amused by the remark that there is racing "even in Stockton" (April, Sightings).

Many bay sailors are familiar with the Delta. They have spent lazy days fishing in quiet sloughs and cool nights listening to the racoons pattering along the decks. But, few have had the pleasure of racing in the Delta. Except for the 300 member Stockton Sailing Club, there really isn't much racing *done* in the Delta.

The Stockton Sailing Club racing season begins in March and ends in October. There are 8 day races, two long distance races, and overnight race to Pittsburg and back, a single-handed race, a Wednesday evening race series in July, a Race of Champions, five ladies races (which allow no men onboard!), and the high point of the season: The South Tower Race.

Billed as the second longest inland sailboat race in the nation, the 150 mile South Tower Race starts at the Stockton Sailing Club on a Friday afternoon in June and proceeds westward to the weather mark (originally the South Tower of the Golden Gate Bridge, now the mark Crissy). The return is usually a spinnaker reach and run which puts the contestants back in Stockton about thirty hours after the start.

You haven't lived until you've short tacked hour after hour in a narrow channel at about 60 tacks per hour. For this reason, most that race in the Delta do so with self-tending jibs. While sacrificing some speed, they allow for greater pointing ability in the relatively smooth waters of the Delta. The sight of a Santana 35, J-30 or Merit 25 racing with a self-tending jib is a bit strange, but it does help to preserve the crews.

Some of the most competitive boats at Stockton are altered versions of boats familiar to the bay. The Cal 27s have lowered booms to increase sail area; Catalina 27s have a bow sprit to accomodate the tall rig, but also lower their booms to increase sail area further.

Most races are windward/leeward affairs because that's the way the Channel runs. The 300-ft. wide Channel puts a premium on boat handling with racing sailboats winding their way through cruising boats, power boats, houseboats and occasional ships.

Yes, Virginia, there is racing "even in Stockton".

Ken Smith
Northstar 727 *Affar*
Stockton Sailing Club

☐THIS IS FOR YOU, MARY DUFFIELD

I was pleased (and a trifle astonished) to see a long paean of praise for our book, *The Voyage of Aquarius*, in the Letters column of May's *Latitude 38*. Thank you, Mary Duffield.

The writer asks where she can find copies of the book. It is out of print, but the Little Willow Bookstore in Sausalito has a limited number of copies. I also have a limited number of copies — too limited to sell freely, but I like to see the book on cruising boats (it gets passed around a lot & read by people who dig it), and I will sell it to someone who is going cruising — not "maybe someday" but *definite-*

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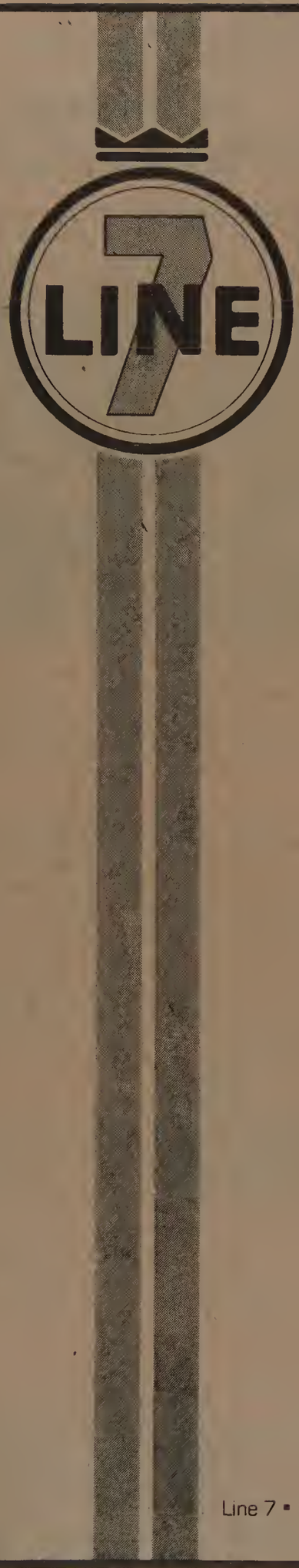
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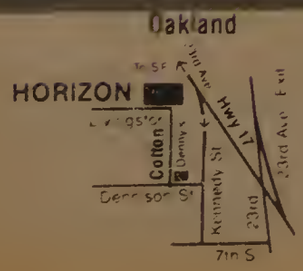
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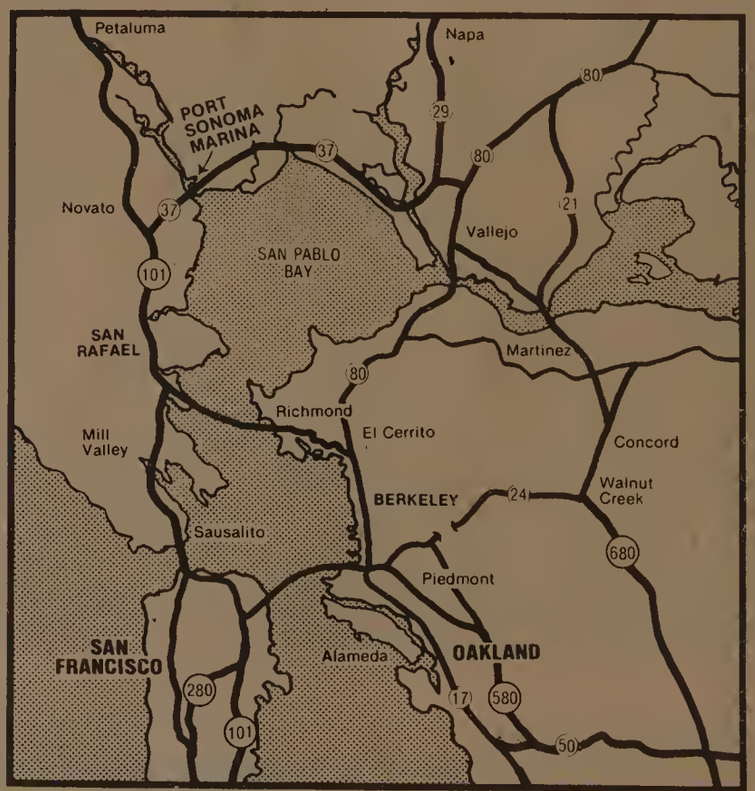
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ON TOP OF THE BAY



LETTERS

ly going cruising in the immediate future. If that applies to you, and you want the book, write me at Box 1860, Sausalito, CA 94966, and I'll send you an autographed copy. The cost is $12.50 plus $1.50 postage and packing. Please respect my limitations and don't order twenty copies for Aunt Edwina and all the relatives back in Boise.

If anyone thinks the book is worth reprinting, I would appreciate a note to that effect. I am going to try and get it reprinted — it seems to have taken on a life of its own — and any ammunition I can bring to the publisher will improve its chances. Thanks.

Matt Herron
Sausalito

□A VOTE IN OUR FAVOR!

We applaud your firm stand on the nuclear waste that was dumped into the ocean that we all use and depend on. We agree that there is nothing sophomoric about resenting losing control of our lives.

We can choose not to drive on the freeways at rush hour when our lives are in the hands of every frustrated person who wants to drive a car. We can choose not to use gear on our boats that we don't trust. We can choose which season we sail in and where we go to avoid storms and collisions. But the nuclear industry does not let us choose if we want to risk the possible affects of an accident that could happen if one untrained person made a bad decision.

We feel that every possible forum should be used to keep the question of this awe inspiring power open. A friend (nuclear physicist) who left the nuclear industry and took up sailing instead said something worth repeating: "How can we trust our lives, the lives of the oceans and the lives of our grandchildren to an industry that always chooses the lowest bidder to do its work?" That same person chose the most expensive boat on the market for his voyaging.

Please add our voices to the cry against uncontrolled use of nuclear power where ever it may be heard.

Lin and Larry Pardey
Lake Elsinore

□STAND-UP, SIT-DOWN, FIGHT! FIGHT! FIGHT!

Nice article on Boardsailing in the May issue! It's very refreshing to have you "sit-down" sailors recognize anything the "stand-up"sailors do.

Hope you continue to sprinkle your raunchy rag with more boardsailing articles as we are right on the verge of a virtual "explosion" of sailboards in the United States.

My main reason for writing was to let you know that as long-time subscribers to *Latitude 38*, we can find it in our hearts to forgive you for overlooking us in your list of Boardsailing Schools in Northern California. We have three certified instructors, and we *are* in NORTHERN California, and I think we qualify for honorable mention even if we have only been in operation two years.

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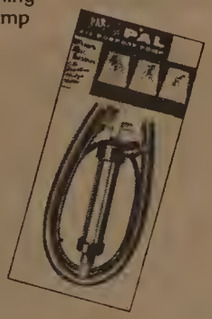
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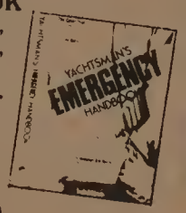
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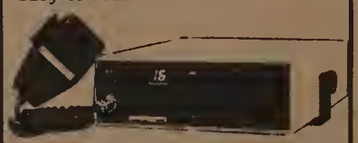
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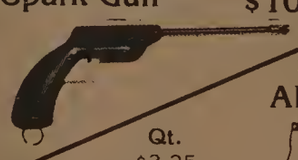
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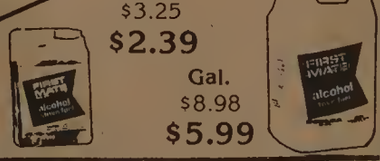
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"FATTY KNEE'S"





Comments from the Designer:

Lyle C. Hess

I became interested in the development of the little yacht tender, while up on Morrow Bay, one cold windy spring day. The north west wind was blowing about twenty-five knots. A Yachtsman, had pulled out of the stream to reach his vessel about a thousand feet dead to windward. He was fighting a losing battle right from the start. For every stroke of the oars forward, he was driven back an equal distance, and shipping a bucket of water each pull. The pram bow made a very efficient brake and also allowed the splash of water over the bow. He valiantly tried to reach his boat, but finally had to give up and row quickly to shore, as he was sinking.

I wondered, if by using a length of seven-feet, if a satisfactory prow type dinghy could be designed. I felt in order to have enough stability to make it useful and safe, it would require a beam of four-feet. After getting the chubby little craft on the board, I was pleased with its shape in spite of the beam to length ratio.

We think that our little tender is pretty because of her fatty knees, not in spite of.

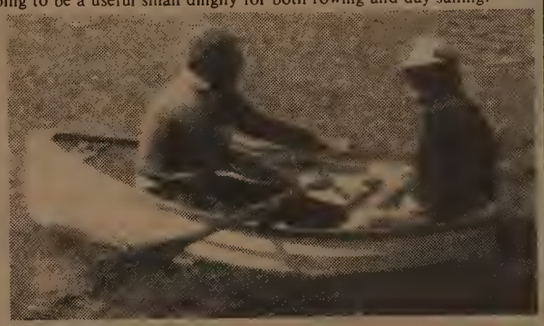
After making a few changes in the prototype, we feel that this is going to be a useful small dinghy for both rowing and day sailing.

Comments from the Builders:

Hess Manufacturing, Inc.

We have built the prototype and have rowed, powered, and sailed *"Futty Knee's"*. We feel that we have a "SUPER DINK". The dink is stable and powerful for her seven-foot length and four-foot beam. She also has a large weight carrying capacity for her size, and sails beautifully on all points of sail!

We know that we have two of the three ingredients for a "SUPER DINK"; "Love" of the designer, and two: "Love" of the builders, and need only the third — the "Love" of the owner to complete our "SUPER DINK".



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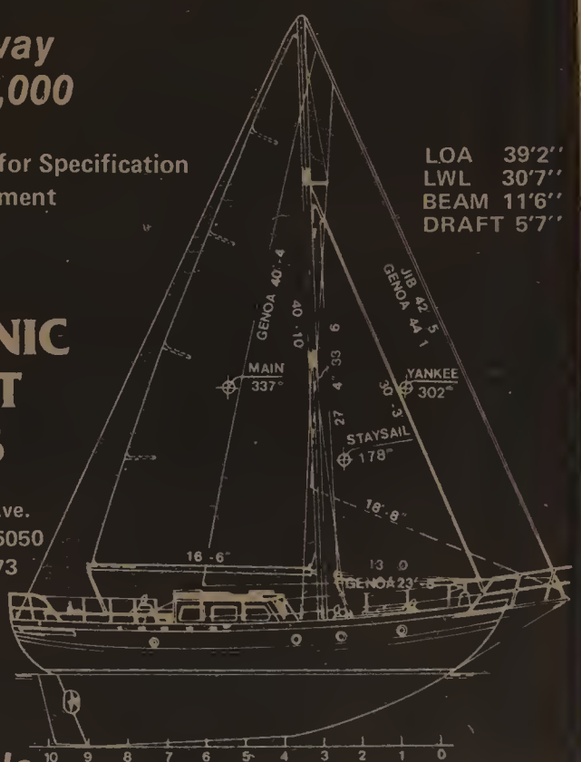
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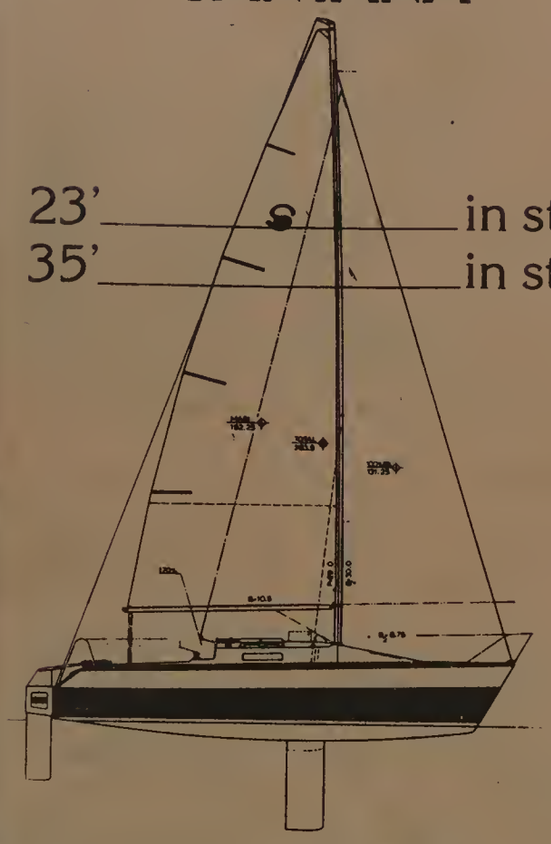
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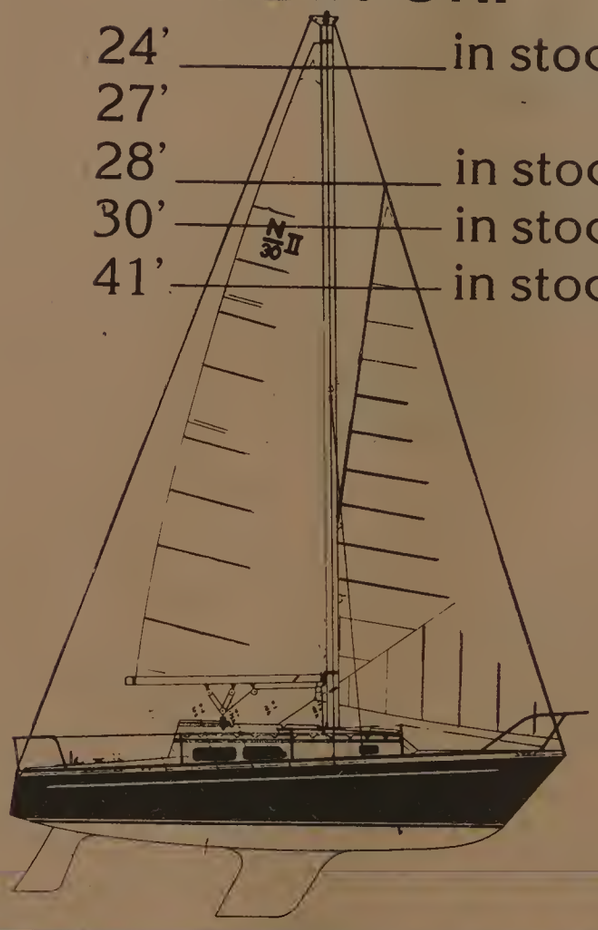
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MICHAEL SCHWEYER, LICENSED YACHT BROKER

LETTERS

Since I know you have a lot of subscribers NORTH of Latitude 38, I thought you might like to let them know they don't have to drive all the way to the bay for boardsailing instruction or to buy a sailboard.

BIG BOATS are FINE, but BOARDSAILING is *FUN*!!!

Ken
Ken's Sailing Center
Redding

Ken — we took some lessons with Ted McKnown who is the Windsurfer guy in Sausalito. We enjoyed ourselves thoroughly, look forward to dragging one up the Delta, and lust at the thought of one in tropical waters. It's not tropical up there in Redding, is it?

□LET'S BE REASONABLE

I never let a month go by without a trip to the marine store to get a copy of *Latitude 38*. I've been doing this since Vol. 3 and I've enjoyed every issue. Your firm and highly reasonable stand against nuclear power in the last two issues impressed me favorably. I agree that radiation leakages and undisposable waste are intolerable side effects of this energy source.

The April 1981 issue of *Scientific American* presents yet another inherent danger of nuclear power plants. An article entitled "Catastrophic Releases of Radioactivity" states that although the initial destruction from reactor meltdowns is less than that from warhead detonation, nuclear reactors themselves are prime military targets. If a nuclear warhead were dropped ON a reactor, the damage would be a hundred times greater than if either event were to occur by itself: 8,600 square miles rendered uninhabitable, glowing at the rate of more than 10 rem per year (that's about 4 chest X-rays a day). The normal background radiation level at sea level is .075 rem per year. And the radiation released in a meltdown lingers for many centuries.

Another issue I'm concern with is the possibility of Coast Guard user fees. When I first heard about it, I imagined something on the order of AAA emergency road service (which is the cheapest and most useful insurance I've ever had) and it seemed like a good idea. I thought the comments of Jeff Napier, pres. of National Marine Manufacturers Association, were to the point though I disagree with the "individual bill for individual service" concept. This could mean that some sailor who has lost his boat but had the good fortune to be rescued from a liferaft in the midle of the ocean might have to spend years working off his debt to the Coast Guard.

Government organizations are subsidized by our taxes supposedly for our benefit. Maybe it's time to write our representatives in Washington and tell them what to do with our tax money. Mutual assistance among boaters has always been common courtesy. We shouldn't have to pay for courtesy, aid, or the saving of lives, especially when unsolicited Coast Guard harassment is free.

Now that I finally got steamed up enough to write you a letter I feel better. Thanks for your wonderful magazine.

Theresa Champagne
Sausalito

Theresa — Love that last name!

□DIAL 38 FOR MURDER

Dear Prepies:

It looks like you're going to repeat your sophomore year. You forgot about responsibility and you didn't learn your philosophy —

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especially Logic 101.

You publish a sailing sheet and I build nuclear reactors, and both of us are responsible to society for our functions. Your magazine encourages people to sail; the advertising is exceptionally good at that. Some of these sailors will be injured and, to be sure, will lose their lives sailing. The sailor can indeed decide to chuck it if, in his judgement, the risk is excessive; but, more and more will follow — being encouraged partly by sailing magazines.

The approximately 800 reactor-years of nuclear power generation throughout the world has not resulted in a single loss of life. I might have foisted this technology onto society and you can't chuck-it, but the risks have been reduced to near zero. Further, the society believes that the benefits far exceed the risks — just as in the case for automobiles, air travel, or walking across a street.

If we are to accept responsibility for our actions, and even the lone singlehander freely roaming the ocean must, then I submit that publishing a sailing magazine is a greater detriment to society than building nuclear reactors.

Finally, if you bring out your big guns against nuclear, just where do you expect our electrical power to come from? Solar and wind? If you believe that, then you fail science, too. More coal? Then accept more deaths in the mines and don't complain about acid rain chewing up all the aluminum masts.

Again, stick to sailing; you're ok there.

Dan Weinstein

Dan — We apologize, we were all wrong about nuclear power.

However, it wasn't those whoring sisters, logic and statistic, who changed our minds, but the glowing new line of nuclear-powered Barient self-tailing winches.

Sure they aren't 100% safe — neither are magazines — sure we could do without them, but who are we to sacrifice our self-interest when a better solution would require greater innovation, perseverance, and concern for others?

□SOVEREL'S TWO-CENTS WORTH

While your article on the S.O.R.C. by Bob Smith had only a few comments on *Locura*, I feel compelled to respond to those comments.

Locura was indeed fast reaching and running but *Locura* also showed excellent upwind speed.

In the Boca Grande Race *Locura* rounded the Boca Grande Light third in class after a 70-mile beat.

The 390-mile St. Petersburg-Ft. Lauderdale race was approximately 300-miles to weather in which fourteen boats didn't finish. *Locura* finished fourth in class and eighth in fleet.

Locura finished first in class, third in fleet in the Ocean Triangle which had a 60-mile heavy air one sided beat in it.

The Lipton Cup had a beat up to Ft. Lauderdale and *Locura* rounded the weather mark in fourth place within a minute of the Leader, *Magic Flaminco*, a Holland 43 which rated 1.1' higher. We sailed the run back to Miami on the wrong side but managed to salvage a fifth in class, twelfth in fleet.

The Miami-Nassau Race also had a beat up to Ft. Lauderdale in which *Locura* came back from a poor start to round the Lauderdale sea buoy fifth. Every boat that rounded ahead of her with the exception of *Aires* rated higher. *Locura* proceeded to grind down the class leaders and the majority of Class B on the ensuing run to Nassau to take a first in class, third in fleet.

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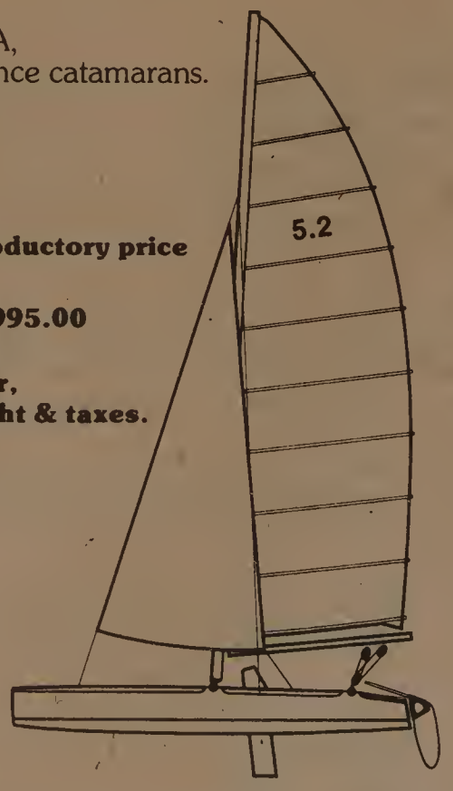
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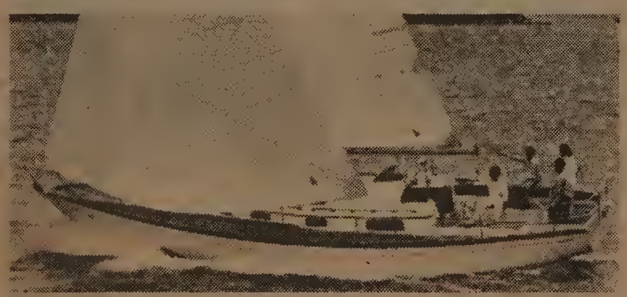
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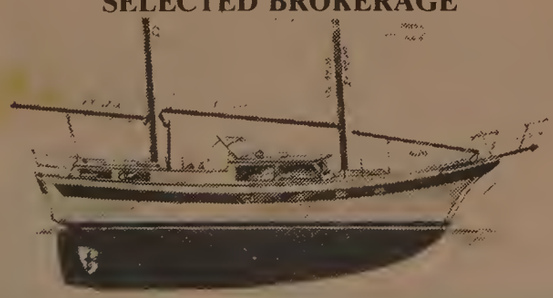


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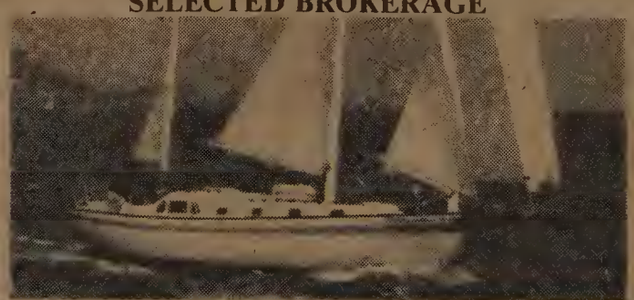


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LETTERS

Locura's poorest race was the Nassau Cup in which she took a seventh in class and twenty-third in fleet.

Locura's class finishes of 5-4-1-5-1-7 and fleet finishes of 28-8-3-12-3-23 gave her a second in class, one point behind *Intuition* and a second in fleet, two points behind *Intuition*.

It is very hard for me to swallow the comment Bob Smith made "but a dog in other conditions. She won two races — did badly in others" after a performance which netted *Locura* second in class and second in fleet and won her a berth as alternate to the U.S. Admiral's Cup Team.

Your reply as to the definition of a "dog" and a "bad race" would be appreciated.

Mark Soverel
Mark Soverel Yacht Designs
North Palm Beach, FL

Mark — Our definition of a 'dog' is a four-legged animal with a tail that poops all over the side walk. A 'bad race' is one where you don't have any fun.

Seriously, we're flattered you took the time to write us and present Locura's S.O.R.C. achievement in a far more favorable light.

☐DON'T YOU NEED A HUNTING LICENSE OR SOMETHING?

What an incredible crime wave there's been on boats in Sausalito in the last six months. Bad before, they've ripped off almost every single goddamn boat on my pier! Everybody in the world knows they come in small boats in the middle of the night. Everybody knows they do it, but do you think they do anything about it? They enter boats by cutting locks, smashing deck hatches, and one time tried to burn through the companionway hatch.

I guess these assholes think everyone with a boat is rich so they are righteous to rip us off. But let me tell you that there's more than a few of us down here who've put everything we've got into getting our boats and trying to keep them in reasonable shape. I don't know what the fuck to do, but I just can't stand getting ripped off one more time!

Today I'm gonna go out and buy a pistol to protect myself, my property, and my neighbors property from these bastards. Did you read where one of them shot a guy in the face down in the main harbor a couple of days ago? I get so pissed thinking about it I can't sleep at night, so I might as well stay up and watch for these guys. I swear I'm going to open fire on the next little sonabitch that starts loitering around the boats in Clipper Yacht Harbor in the middle of the night in a small boat.

I don't want to kill anyone, but these guys have made my life so miserable I don't believe I'd mind wounding one a bit or at least scaring the living hell out of them. So what happens if I shot one of them in the knee?

Just Totally Pissed Off
Clipper Yacht Harbor
Stealalito

J.T.P.O. — What happens is that if your aim is good you'll probably stop the crime wave. But you want to be very careful, just so it doesn't leave you being more miserable than you already are.

CIRCUMNAVIGATOR FOR SALE



BY OWNERS!

BUILT 1977 ★ LOA 32'1" ★ LWL 27'1" ★ BEAM 10'2" ★ DRAFT 5' ★ DISPLACEMENT 15,200 lbs. ★ SAIL AREA 561 sq. ft. ★ Cutter rigged ★ full keel w/cutaway fore foot ★ SOLID hand lay-up fiberglass construction ★ ENGINE 27 hp Isuzu dsl.

We named our boat *CIRCA* because we planned to make a circumnavigation in her. She's a Philip Rhodes TRAVELLER 32, & we think one of the best! We picked a Traveller for our trip because we wanted a boat that is rugged so we wouldn't have to worry about an occasional storm or two. We wanted a boat with an easy motion so we could sail comfortably & not get our brains knocked out in a seaway; but we also wanted a boat that would perform well so we wouldn't spend all our time getting where we were going. We wanted a boat that could be easily handled, even singlehanded if necessary. Before we bought her we talked to a lot of people & did a lot of research — Traveller was the name we kept hearing for a boat that came out on top in all categories. We looked for one. We found one. We inspected her & test sailed her, & we were convinced!

We purchased *CIRCA* a little over a year ago & spent the next 6 months pouring our hearts, souls & pocket books into the process of outfitting for our big trip. We went through the boat from A to Z, & with my partner being a machinest, my field being electronics, & a friend who is a carpenter, we had a good team to accomplish the work in quality fashion. Here is a partial list of what we did & what we added to the boat:

RIGGING — Beefed up w/stainless backing plates throughout, reinforced fittings, thoroughly inspected & tuned up, jiffy reefing installed for main, boom vang set up for main (main can be triple reefed), radar reflector mounted.

SAILS — Inspected by sailmaker, extra reinforcement added on main reef cringles, Jack lines installed on staysail.

GROUND TACKLE — New Simpson Lawrence Windlass installed, 200 ft. of 5/16" chain & 35 lb. COR purchased & added to original inventory of 2 ea.: 25 lb. Danforths, 30 ft. of 3/8" chain & 400 ft. of 1" nylon rode.

ENGINE — New 55 amp alternator installed for quicker charging of batteries, original 15 amp alternator kept for spare, new belts installed, new 100 gph Fram fuel filters installed & engine serviced.

RADIOS — New 55 channel Standard Horizon VHF installed w/new antenna, new Coastal Navigator RDF purchased.

LIFERAFT — (6 man) inspected & repacked.

SURVIVAL EQUIPMENT — 4 man SIG II survival kit w/2 ea.: solar stills & survival foot for a month — purchased. NARCO EPIRB — purchased.

DINGHY — New AVON ROVER — 2.80 w/floor boats & oars — purchased.

Custom gimbaled teak table, built & installed — seats 4. Custom teak main hatch sea roof, built & installed. Whale Gusher 25 bilge pump installed w/cockpit access. Boat also has Edson type bilge pump (1 gal. per stroke), w/main cabin access. Walker Tafrail log purchased & mounting bracket installed. New Davis MK 25 Sextant purchased. Air Guide Barometer purchased & installed. Water jugs, gear hammocks, etc., etc., etc.

BOAT GENERAL — 75 lb. icebox, 3 burner kerosene stove w/oven, Shipmate cabin heater, fresh & saltwater foot pumps at galley sink, teak interior, Heathkit depth sounder, 2 ea.: heavy duty batteries; spare electric bilge pump, bronze through hulls w/seacocks, 3 ea.: fire extinguishers; Gemini compass, stereo cassette tape recorder/player, fog horn, spare halyard w/gatling block at masthead, dock lines, fenders, kerosene lamp, too much more to list!

Finally, after the last outfitting job was completed, we left for the first leg of the trip, our shake down cruise, which was to Hawaii through the Islands & back to S.F. The trip was great & the boat preformed even better than expected. In storms. In calms. In the trades & at anchor. Everything worked! NO PROBLEMS WITH THE BOAT! After 5,000 miles of cruising, we know for sure that we have the right boat for the circumnavigation, but we have run into complications with the Partnership. The trip is off & *CIRCA* is for sale with all the cruising gear.

If you're looking for a boat with cruising in mind, consider what your priorities are & compare them with ours. Then consider this boat, its equipment & its record. Lastly, consider the cost & time required to get a boat as well outfitted as ours is.

We realize that money is tight now & that we are selling at a bad time. That is why we are offering *CIRCA* at a price *below* the going price for Travellers plus we are selling her with all the gear included. You get thousands & thousands of dollars of gear installed & free!

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The boat is in Tiburon, CA now, If you want more information, or if you want to see her, **call Jack at (415) 924-9698 or Ralph at (415) 863-8517.** The person who buys *CIRCA* will truly be getting a deal of a lifetime on a quality boat. Take advantage of our bad situation . . .

P.S. — We hauled the boat in March 81, so now it has fresh bottom paint, new zincs and a new cutlass bearing. *What more could you ask for!*

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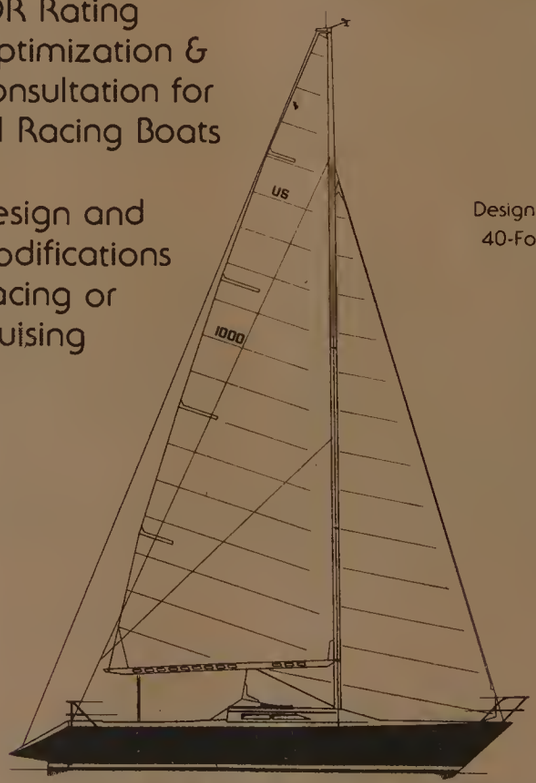
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CHANGES IN LATITUDES

If you're planning on cruising to turista territory, the government's Disease Control Center in Atlanta has a few ideas on how best to survive in style. 'A stitch in time saves nine' pretty well captures their philosophy that using precautions to not contract turista is the only way to avoid suffering from it.

Here then, are their six recommendations on eating: 1. Eat only cooked food that is still hot. 2. Eat only fruits and vegetables that can be peeled by you. 3. Avoid unpasteurized milk or milk products. 4. Drink only water that has been boiled or disinfected. Avoid ice, but it's allright to drink bottled or carbonated water, soft drinks, beer, and wine (that's welcome news!). 5. Avoid food from street vendors. 6. Eat only meat and fish which are adequately cooked. Avoid raw shellfish.

This is great advice and everything, but it seems like you'd be cutting out all the fun of the trip. Can you imagine going to Mexico, for example, and not buying food from a street vendor? Suppose your desire to 'go native' is too strong, and you eat a dog taco from a street vendor and get the deadly trots — what then?

Disease Control says that there are three drugs commonly prescribed to treat turista, two of which probably aren't suitable for sailors. One drug, doxycycline, can cause excessive sensitivity to sunlight, so you ought to forget that for obvious reasons. Another drug, entero-vioform, is frequently prescribed by doctors outside of the United States. The folks in Atlanta suggest you don't use it because it has strong side effects, and because — in their opinion — it's ineffective.

So what's their magic solution? It's a drug, bismuth subsalicylate, which is found in our old pinko friend, Pepto-Bismol. Our personal experience with Pepto-Bismol is that it's made us sicker than ever so this report doesn't bring too much joy into our hearts. But it's what the good doctors recommend.

If you read the other sailing magazines you've seen accounts of how scary it is taking your boat through the Panama Canal, but how everything works out o.k. in the end. We're here to tell you that ain't always the case.

On May 3 of this year a gentleman from southern California we know only as Bruce, tried to take his 44-ft. boat, *Ghost*, through the Canal. Side-tied to a tug, the tug somehow lost control and in the surging water caused the tug to crash the sailboat against the wall. Everyone on the sailboat jumped to safety on the tug, but it was all over for the boat. Sunk and a total wreck, the Canal was closed for half a day while debris was cleared away.

Bruce's insurance had lapsed several months before, but apparently he was going to be reimbursed by the Canal. When your boat has been your home for so long, you become attached to it, and you can imagine the emotional shock he suffered helplessly watching his shelter splinter beneath his feet.

Actually, it seems to just have been a culmination of a string of bad luck that started in Peru where Bruce was fined $200 for not giving the authorities 72-hours notice that he was coming. Later in Peru his Avon was stolen, so he was reduced to shuttling to and from shore on his surfboard. His last Peruvian disaster occurred when he stopped at an island for water. It turned out to be a prison island and the authorities tried to confiscate his boat; he fled, but was so freaked out by the incident that he wouldn't trust *anyone* for months.

That's the second hand story, we should have an onboard report of the crushing, complete with photos, in the next issue.

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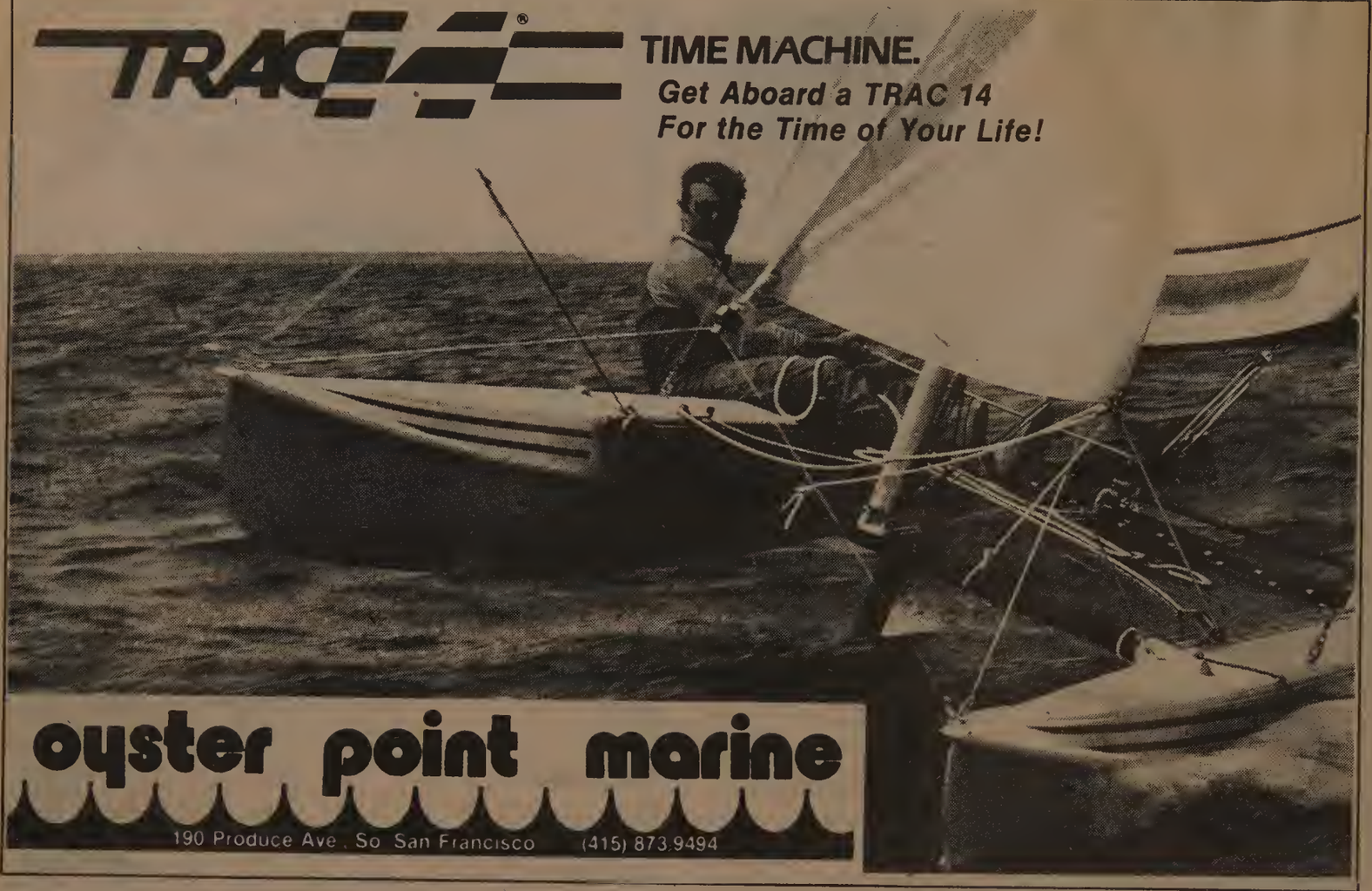


...Father's Day is June 21st



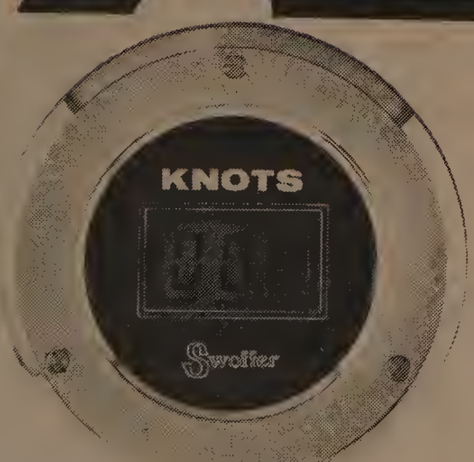
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CHANGES IN LATITUDES

Thinking about cruising the Mediterreanean? You might want to think again unless your cabin sole is lined with gold. In Palma de Mallorca its $13 for a 15-minute haircut — which isn't that bad, but what about $100 for two bags of laundry? In Lavrion, Greece, it's $1,100 for a haul-out — and they don't even spray clean your bottom.

Actually if you go to the way out of the way places — and there are still plenty — prices aren't nearly so bad.

Got the screw job while in Mexico? You should report it. Jan and Dick Carter of Marina del Rey stopped in Acapulco with their Kettenberg 40, *Tioga*, last August where they applied for extensions for both their Tourist Cards and Import Papers. They were charged $75 for them at Vehicle Registration — and having no choice, paid the money. However, they immediately went to the Tourist Office where they had their money refunded, and whose officials got the Public Administrator to initiate proceedings against the Vehicle Office for extortion.

As we've mentioned several times, don't expect to always have trouble-free dealings with officials in Mexico. As just another example, here's a report from Fred Sampson who just brought a boat back from Puerto Vallarta and the MEXORC.

"Most of my experiences with Mexican officials following the Puerto Vallarta Race and MEXORC were positive. The officials in Cabo San Lucas were friendly and efficient. The Manzanillo Port Captain's secretary was quite cheerful and helpful, especially with my marginal Spanish. But the Immigracion official in Manzanillo was something else. Briefly, three delivery skippers (myself included), who stayed in Mexico for the whole MEXORC series found we had only been given 30-day visas on our tourist cards. I now know that one particular immigration officer flat-out lied to me when I tried to get an extension (they finally gave me 15 days, after paying for a phone call to Mexico City, and I barely made it out of the country in that time.) A Spanish speaking crewmember on another boat caught the same official telling another immigration official that "giving the gringos shit was part of the job."

Here's an instructive cruising take from Peter Fildes, former charter skipper in Scotland.

I picked up a delivery charter from Renfrew Dock, Glasgow — a 40-ft. motorsailer for Majorca. Colin Kern was with me as first mate, and two girls, Julie and Shirlee, as crew. The trip went fairly well, and at Cartagena, the big Spanish Naval Base, I decided the girls deserved a night out on the town on the ship expense account. Colin was feeling grumpy so just the two ladies and I set out to look for the night life.

The girls weren't against having some fun, but they made it very clear that they intended to sleep back aboard the boat that night, so would I please "stick around".

We found a "Night Club — Disco", (in Spain, for god's sake), that seemed lively and fairly swish. It was. The first round of drinks I bought cost half of what I thought I would spend on the evening. I was worried that I wasn't going to be able to give them a good evening out at this rate.

Relief was at hand in the form of lots of swank "calalleros" with big bank rolls and eyes like chapel pegs at the sight of these two anglo-saxon crumpets. Spanish women do not go out at night without their

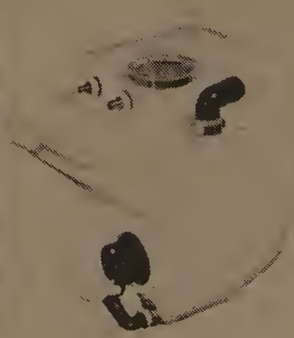


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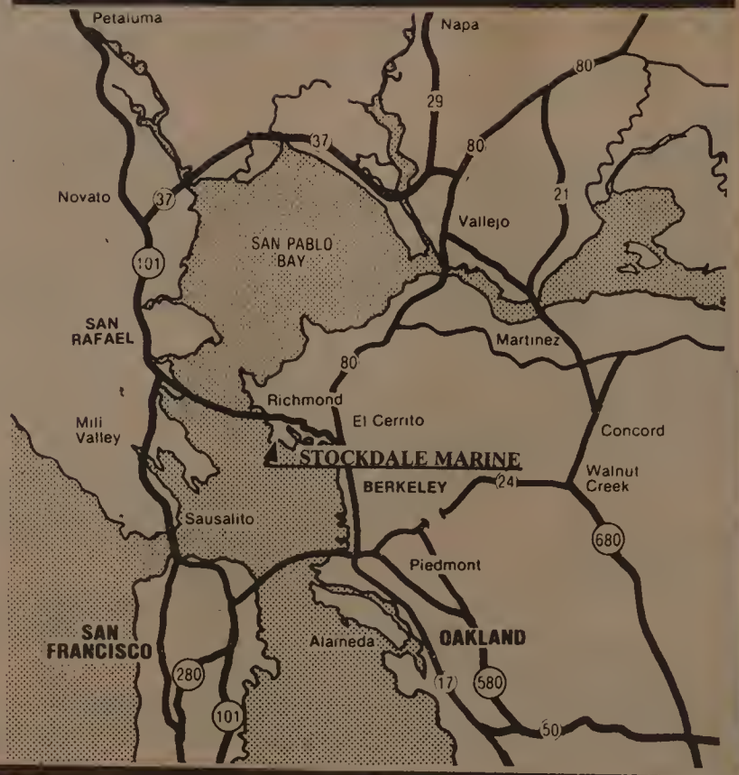
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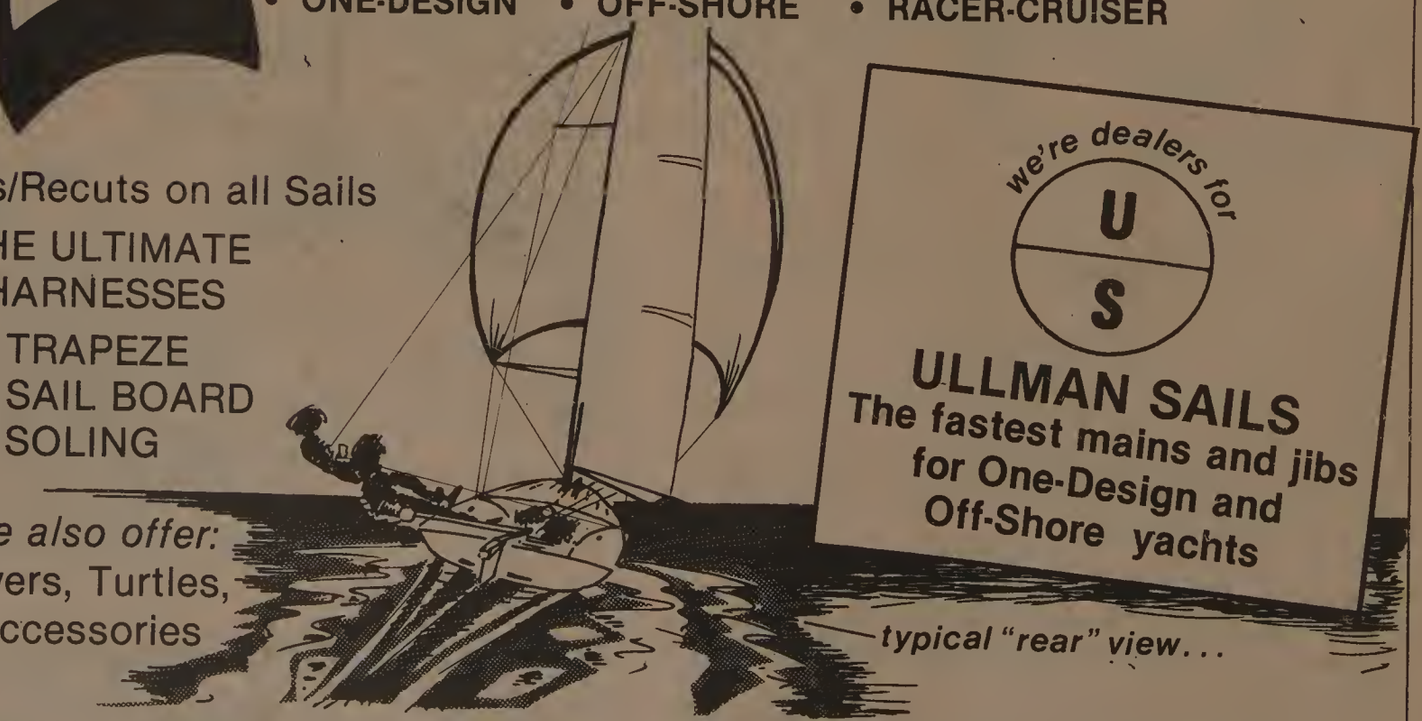
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omnipresent "aunties".

The caballeros' reasoning was clear: that all they had to do was to get rid of this ginger-bearded, uncle-chaperone figure by getting him drunk. I thought this was a good idea, too; ten years in the charter business has given me a copper-lined belly.

By three a.m. Julie and Shirlee were still dancing like crazy. There were lots of drunk, and somewhat poorer, caballeros. "How are we going to get rid of them," Julie whispered anxiously. "Fear not," I replied.

We left, followed by half-a-dozen who could still stand and still lust. Down the narrow streets we went. I chattered happily, "Party on boat — more women." God, they believed me, and made no attempt to drag the ladies off anywhere.

At the dock gates I produced three passes, and two huge naval police with big pistols at their hips turned away some very frustrated studs. A great night out that cost next to nothing, and has produced many a belly-laugh on its retelling in our local pub.

Letter time. Yes, this is the same *Dawn Treader* I sailed to San Diego in 1977 and wrote you my impressions of various ports and harbors. Promised we'd carry on up to B.C. and keep you informed.

We departed S.F. bay August 18, 1980. Got well offshore and began the uphill climb. Third day out, got my eyebrows singed in a bout with a little snorter. My little ship rode the 18' seas like a duck and never gave me a moments worry.

Put in a Eureka, CA. Impressed with the friendly folks at Humboldt Bay Yacht Club. Grocery store a nice stroll away. Not much scenery. Back into the headwinds and headseas. Getting a lot of exercise changing sails. Then into Yaquina Bay, Oregon, and the city of Newport, Oregon, which resides along the north shore. A modern highway bridge soars high overhead just inside the entrance and all around are evergreen covered mountains. Newport is quite touristy and reminded me a lot of Fisherman's Wharf in S.F. Friendly folk. Beautiful scenery, good availability of marine products, groceries and whatever. Showers at the main Marina are coin-operated. Deposit 25 cents and get 5 minutes of shower.

Back out into the briny. Entered the Columbia River and up it to the Astoria Small Craft Basin. The basin needs a lot of work with a bad electrolysis problem and water lines leaking in quite a few places. I don't recommend the Columbia except as a port of refuge.

Nearing the Strait of Juan de Fuca, as expected, fog banks extended well offshore. With RDF, d.s., and good naviguessing we cleared Tatoosh Island and the fog was gone. Tide rips and overfalls tugged at *Dawn Treader* as I have never experienced before. The water was so alive it seemed to have an electric quality about it — almost like a lustful woman. Yammered into Neah Bay, Washington, to top up diesel and water tanks and buy a six-pack or four of beer to celebrate our arrival in the Strait. Be advised — Neah Bay is a DRY Reservation.

Cleared Canadian Customs at Victoria, on Vancouver Island. After the paperwork was complete, I was allowed to stay tied up at the customs dock overnight. Victoria is a beautiful city and fairly olde English. Then a leisurely cruise through the CDN Gulf Coast Islands. Finally across the Strait of Georgia and we entered the Fraser River, about 15 miles S. of Vancouver. Yammered up the Fraser some 40 miles and then turned N. onto the Pitt River. 10 miles up the Pitt and here we are at this little marina where the Alouette River converges

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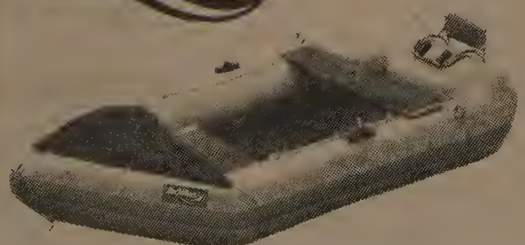


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CHANGES IN LATITUDES

with the Pitt. From here, can continue up the Pitt River about 12 miles to Pitt Lake.

Pitt Lake is the only tidal lake in the World that is navigable to ocean going freighters. It is a beautiful little body of water about 25 miles long and varies in width from 2 to maybe 4 miles. Surrounded by evergreen-clothed mountains on all sides except to the S. Doubt if any U.S. sailor has ever visited this area, as it is quite off the beraten path and quite a bit of powering is needed. But it is worth the time if you want to cover different cruising areas and can put up with the draw bridges, and swing bridges, and logs, and deadheads and other such terrible hazards.

Originally had a Taylors Kerosene heater. But during the cold weather of November and December it developed an appetite for devouring its Primus burner. They melted. After 3 burners went, gave it the float test. Then bought a propane heater called the CAT. Having an Optimus Princess Galley Stove (propane) thought a propane heater would be a good companion. And no more soot from that damn Taylors. So get the CAT installed. First night it works — not as well as I'd expected. Second night it does nothing, not a hiss, meow, howl or purr. Take it back to the dealer. He says leave it. I leave it. Three days later he calls and says it's ready. Pick it up and back aboard that night after work get it installed. Fool thing does nothing. ARGH!

Assume you are familiar with the CAT and all its safety devices and circuit board with resistors, transistors, thermisters and an I.C. Being a mechanic by trade, tore the fool thing apart. Installed an infinitely variable rheostat in place of the circuit board plus made a few other changes. Now my CAT is a Feline with HEAT! WARNING! DO NOT ATTEMPT TO MODIFY YOUR CAT! I did it because I know what I'm doing and would have froze if I hadn't.

We're getting some good weather again and Sol is showing his face after being A.W.O.L. for so long that I felt like a mole. Actually got the hammock up yesterday afternoon and sure a pleasure. Flocks of Canadian geese are returning and their honk, honk, honking is a real joy. We've got a resident mink at one of the floats. A family of ducks that hang around for hand-outs. And a blue heron who perches at times on a piling and scolds the ducks, or wades out into the Alouette on its stilt-like legs.

Can't believe we've got less than 4 months to go before we depart again. *Dawn Treader* has been patient. She is a real lady. Still working inside her cabin. Ever hear of a 30' H-28 (or any other 30' sailboat) with a sit-down bath/shower combination? This one shall have it, and in a head compartment *31"* by *24"*. Sure, I'm 5'6" and can fit into small places — but when my parents stopped by for a visit in January, my dad, who is 6'1" tried out the prototype and said it was fine.

When we ship out, we'll head N. to Alaska. Had hoped to return to the Bay Area, but time will probably nullify that idea. So from Alaska we'll plot a course for the Hawaii Islands. From Hawaii to the S. Pacific, and then New Zelanad, Australia and westward.

— *rick bingham*

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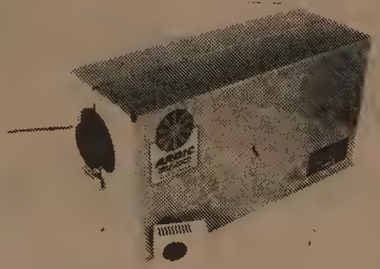
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Any of you folks remember back to the January issue where in the Sightings section we ran a feature on the 223 million dollar attack catamaran — courtesy of the *Telltale* which is the publication of the North American Catamaran Racing Association. In the most recent issue of the *Telltale* it's reported — and illustrated with cancelled checks — that a dealership has been set up. Paul Suzuki of the Charallan Marine in Dallas will be stocking the first Attack Cat and has purchased the following options: 2 million rounds of ammo for a total of $31 million; a trailer at $87 million; the bottom 5,000 panels of the main to be red for an additional $2½ mil; and, a dark blue jib with one 97-ft. diameter 5-point white star in the center.

Total cost of the unit is $300 million plus change. The word is out that the unit can be bought economically as they are working hard to develop a one-design class. Call Paul Suzuki at (214) 436-0333 for further information and/or to place your order.

Old friends. John Carson of Seattle — via Newport Beach, CA and the South Pacific — sailed in the first two Singlehanded Sailing Society TransPacs, and won his class in that event last year. He's having yet another go at it, this time having been selected by Tillerson Pearson, Inc. to drive hull no. 1 of the Freedom 44 Cat Ketches in the Newport to Bermuda Singlehanded Race which started June 6th.

Geez, Carson's sailing that Freedom in the Bermuda Race, Naomi James and Laurel Holland are sailing the Freedom 65 in the Doublehanded TransAtlantic Race, and then Rob James will be taking the 65 in the Around the World Race starting this fall. Freedom Yachts must have mucho money to be behind all these efforts.

While on the subject of singlehanders, we crossed tacks with renowned champion Norton Smith about a month ago. Norton told us he's doing "a little farming" up in Oregon. Knowing the intensity with which Norton approaches things, we anticipate record crops from the Northwest this year.

Was it something we said? Last month we ran a story on the 25-years of Pearson Yachts, and included some information about their local dealer, Sailboats, Inc. So what happens? It can't be but two weeks later Sailboats, Inc. is — puff! — gone! Well, not really gone, but merged with Northern California Yacht Sales in what they hope will be the west coast one-stop shopping center for yachts.

There's a time for everything, but now is certainly the wrong time to start having boat show difficulties. But, that's exactly what's brewing for this fall.

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ALAMEDA

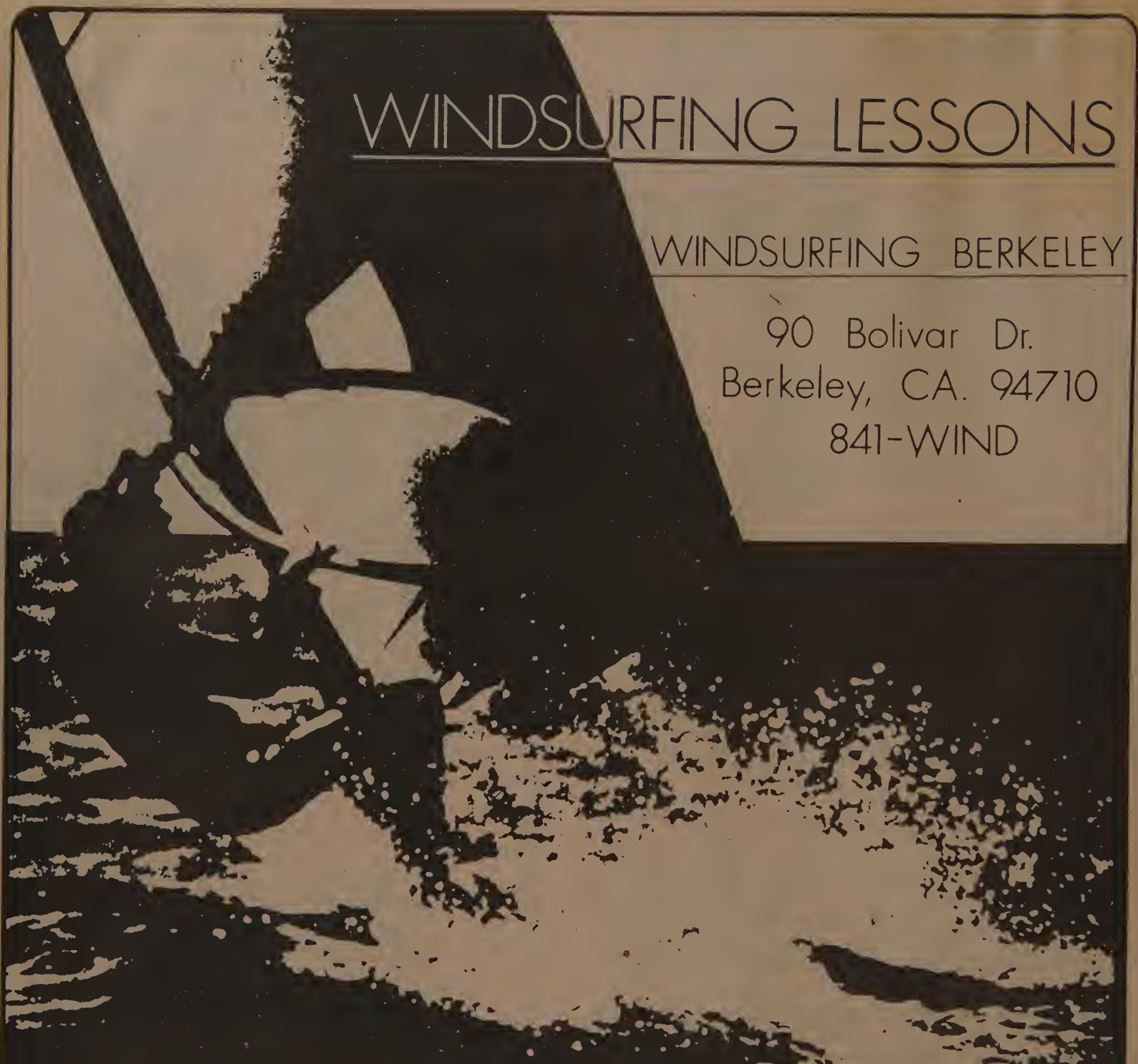


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LOOSE LIPS

For years there have been two boat shows in the fall — much to the consternation of the exhibitors who often felt that they either had to choose between the one or the other, or go to both and spread themselves too thin. The two shows are John Beery's In-The-Water Boat Show at Mariner Square, and the Northern California Marine Association's (NCMA) indoor show at the Oakland Coliseum.

One of the exhibitor complaints at the NCMA Coliseum Show was that it was too short, lasting only four days. Too short because sometimes it costs as much as $9,000 to display a big boat, and that just wasn't feasible for four days worth of exposure. The natural solution was to make the show longer. That was just fine with the enthusiastic new President of the NCMA, Dick Jenkins, except when he discovered the only appropriate Coliseum date available this fall was in direct conflict with Beery's In-The-Water Show.

Jenkins and Beery got together and tried to work out an agreement, and Jenkins even made offers on behalf of the Northern California Marine Association to purchase the show. Beery was apparently willing to sell in principle, but the two parties were unable to come to an agreement on price. The result is that there is now an unfortunate stalemate.

Accepting the fact they are going to have to go head-to-head with the In-The-Water Show at Mariner Square, the N.C.M.A. directors and the energetic Jenkins decided that they too should put on an In-the-Water Show. To accomplish this, they've reserved space at the San Leandro Marina, to where Coliseum showgoers will be shuttled. So this fall you can look forward to simultaneous displays of boats at the Coliseum, at Mariner Square, and at the San Leandro Marina.

If it sounds like each party is bluffing the other in some crazy poker game, you can forget it, because they've both called each other's bluff. Beery is going ahead with his show at the normal dates, and the NCMA has obligated itself to the Coliseum, the San Leandro Marina, and even gone out and spent $50,000 on special wide docks.

It's a goddamn unfortunate mess is what it is, and even though there's no real guilty party, everyone stands to lose — everyone but us. Both shows will be hurting from head-to-head competition, the customers will be hurting from having to search for boats they want to see and paying double admissions, and the exhibitors will be spread thinner than ever — assuming of course they don't decide to just forget all about boat shows this year. The only party that profits is us, because the head-to-head competition has both shows committing themselves to larger than ever advertising budgets. Frankly we'd rather they use the money to buy a couple of cases of whiskey, a few boxes of cigars, and a hotel room where they can bicker and drink until they come out with some sort of agreement by which they can present one superlative show.

That's not all. We were walking along the docks when a little gray duck told us we can expect changes in boat shows this winter, too. Although Dick Jenkins refuses to comment on it, the duck says that the NCMA is about to sign contracts that will let it present a boat show in the soon-to-be-completed Moscone Convention Center in early January 1982. That would put this show just ahead of the Sports and Boat Show at the Cow Palace.

If you'll pardon our pun, this should make for an interesting showdown. The Cow Palace has a long history of great attendance, but there's also a long history of neglect on the part of the show's management for it's sailboat exhibitors. Many of the Cow Palace's past exhibitors have expressed growing dissatisfaction with the show and having to content with hordes of whitewater rafters, trout

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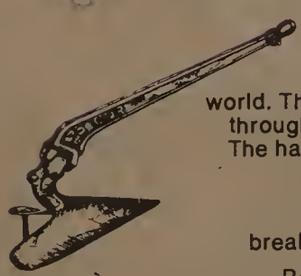


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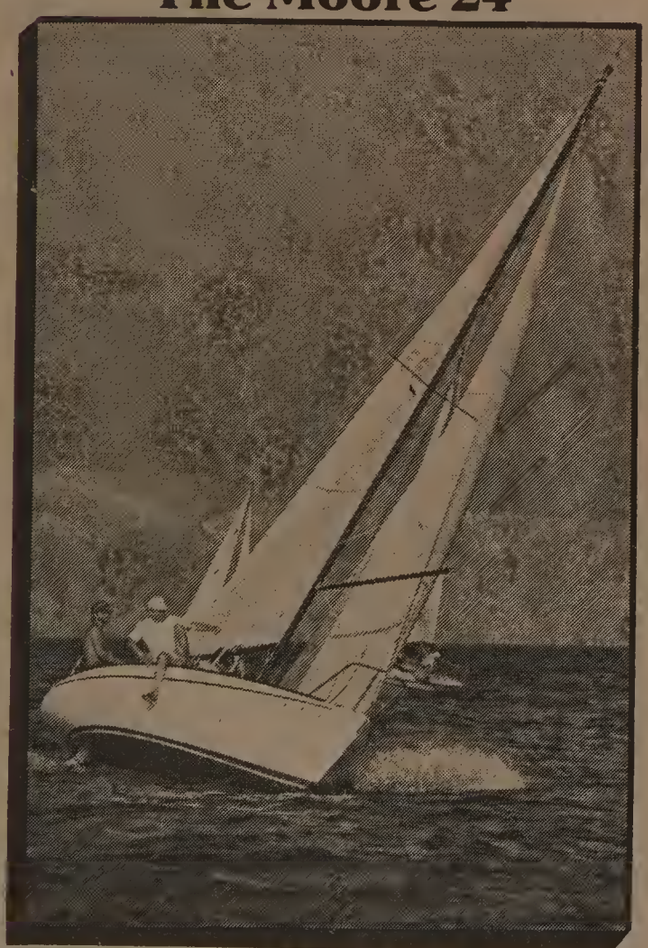
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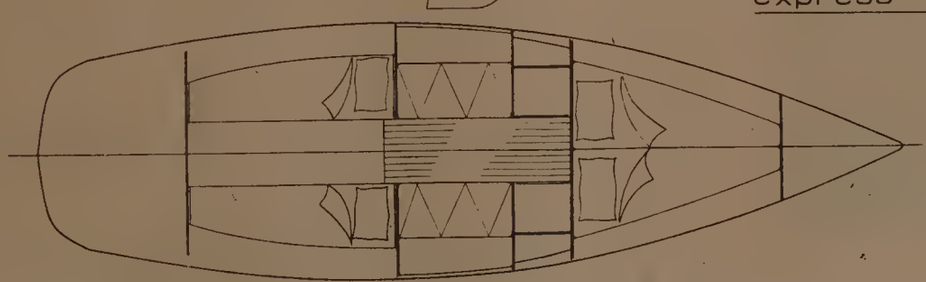
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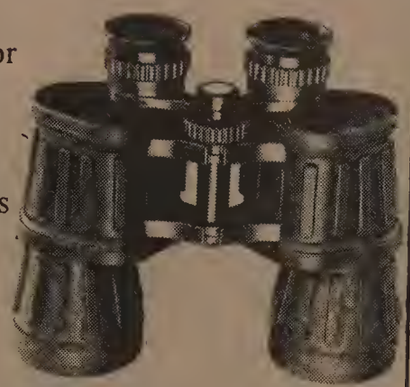


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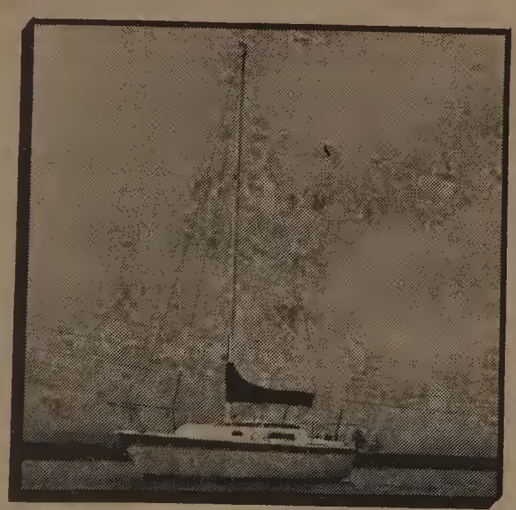
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fishermen, R.V. freaks, and other subhumans who get a kick out of climbing around boats one day a year.

The little duck also told us that since many exhibitors are members of the NCMA, that there is a strong possibility they will go with their own association show instead of the private Cow Palace show. To support this, the duck indicated that if there is a profit from the Moscone Show, it will be divided up among exhibitors — and that idea's sure to strike a responsive chord in entreprenuerial hearts.

Personally we feel there is a lot to be said for dealers, manufacturers, and other exhibitors breaking away from the Cow Palace show — it's always been a two-Valium affair in our estimation. A well-run definitive winter boat show — comparable to the Long Beach Boat Show put on by the Southern California Marine Associaton — would certainly be a welcome additon to northern California.

But these conflicting shows in the fall . . . uuuuurrrrrggggghhhhhhhh, won't somebody do something before everybody gets screwed?

Local boys make good.

Santa Cruisers Jeff Eisenberg, Bill McMurray, and Don Keenan went north to Seattle, picked up an Olson 30 and some local crew, then went out and kicked buns in the Swiftsure Race.

The Swiftsure is *the* big event in the Northwest, this year attracting 455 boats. The bigger and higher rating boats sail a 135-mile course from beautiful Victoria, B.C. thru the Straits of San Juan de Fuca and around a Navy ship anchored out at the Swiftsure Bank — and then back to Victoria. The smaller boats sail a modified 69-mile course.

The Santa Cruisers were absolutely knocked flat by the incredible hospitality afforded them, proclaiming it even better than the TransPac. They were also astonished to find that Santa Cruz boats and they as Santa Cruz sailors are held in awe up north: It embarassed them a bit.

The one thing all Northwesterners guaranteed was that it would blow a legitimate 50 knots sometime during the race, because 'it always does'. Well, it didn't, and only 28 boats in the 275 boat IOR fleet finished, and not many more in the 180 boats PHRF fleet. But naturally the Santa Cruisers did, taking second in PHRF to a Baltic 39. They had been well ahead of everyone when they tried to go 'inside' to the finish line, and got killed with extra-light airs and adverse currents. The IOR honors went to *Heather*, a Bob Perry design "sailed by a bunch of Boy Scouts".

It had been a grand time up north right from the beginning. They had picked up the Olson 30 — named *Mrs. Olson* — from the Seattle dealer, Bruce Hendricks, who is also the skipper of *Lightning*, a boat many folks will remember as belonging to Theo Stephens and later on Larry Carr. They tied *Mrs. Olson* off *Lighting*'s stern and towed her up to Victoria at 8 knots. The only hitch occured when Hendricks moved a distorting stereo speaker, whose magnet then threw the autopilot off course. The result was that *Mrs. Olson* 'T-boned' *Lightning* — fortunately without damage.

During the race itself, Jeff, Bill, and Don passed the 55-ft. *Lightning* and felt kind of bad because her crew looked so glum. They assumed it was from the embarassment of being passed by a boat half the size of theirs. They later discovered *Lightning*'s depression had been precipitated by new stainless steel spoons which bent went applied to rock hard ice cream. Tough times up north.

LOOSE LIPS

Bad news in the February *Commodore's Bulletin* of the Seven Seas Cruising Association.

Peer Tangvald, whose wife Lydia was murdered by pirates in the Sulu Sea two years ago nearly had another wife killed — this time in the Medditerenean. Disconsolate after the death of his first wife, he met and married a Chinese woman who had been the head of the school his son attended. They sailed from Malyasia across the Indian Ocean and back into the supposedly more civilized Mediteranean.

Then trouble struck while at anchor in the small harbor of Gabes, in the southern part of Tunisia. Three masked men armed with knives and clubs boarded Tangvald's 50-ft. schooner, *L'Artemis de Pytheas*, in the middle of the night and threatened him with death unless he handed over all his money.

Tanvald gave them $126 which wasn't satisfactory. They tied him up and threw him in a corner. Panicked, his 80-pound wife struck a deal where by she would give them all the money and valuables if they would then leave them alone. Predictably, they proved not to be trustworthy, and after receiving the valuables proceed to give her 20 to 30 punches in the face and attempted to rape her.

Tangvald reported that his wife is from a very conservative family and would have preferred to have died, except that Tangvald would then have had two wives die on his boat in less than two years with no witnesses. Who then wouldn't suspect him of being a mental case, she reasoned?

Tangvald is philosophic about the incidents. "I feel we should not be too bitter as we suffer no other wounds than those healed by time."

He's not about to give up cruising, but he does say he'll never again go to sleep at anchor or at a dock without locking all his hatches and portholes from the inside.

And lest you think it can't happen here, it can and does. Late one night in the middle of May, Harold Findley came topside on his boat in Sausalito Yacht Harbor to see who had just boarded. Before he could find out, an unknown assailant fired a bullet right between his eyes. He was taken to the hospital in very serious condition, and was still fighting for his life the last we heard.

If you're going in to see your friendly banker about acquiring a boat loan, why not bring along these attractive facts you can drop in his ear?

— The delinquency rate for boat loans was a mere .66% in 1980; that's half of the 1.2% rate of delinquency for automobile loans.

— That the average loan debt is satisfied within 36 months, thus allowing lending institutions to make new loans.

— That the incidence of boat theft is very low, about 0.5%. And in fact, four out of the five banks that participated in the survey reported that not one of its customers had their boat stolen in 1980.

These facts are just some of the facts that the BUC 1980 Boat Financing Survey, which goes to demonstrate that boat loans consistently outrank automobile loans in terms of quality, security, and profitability for the lender. Thinking about buying a car? Try a boat instead!

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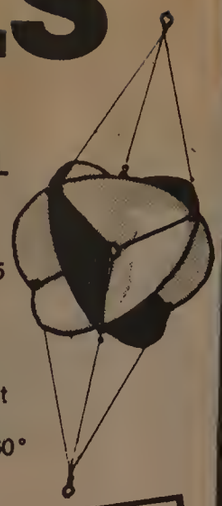
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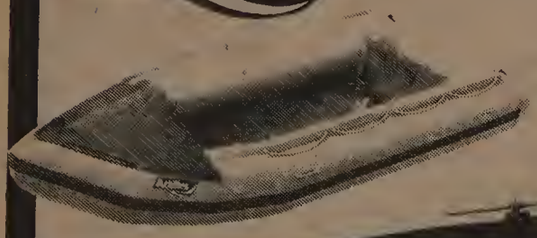


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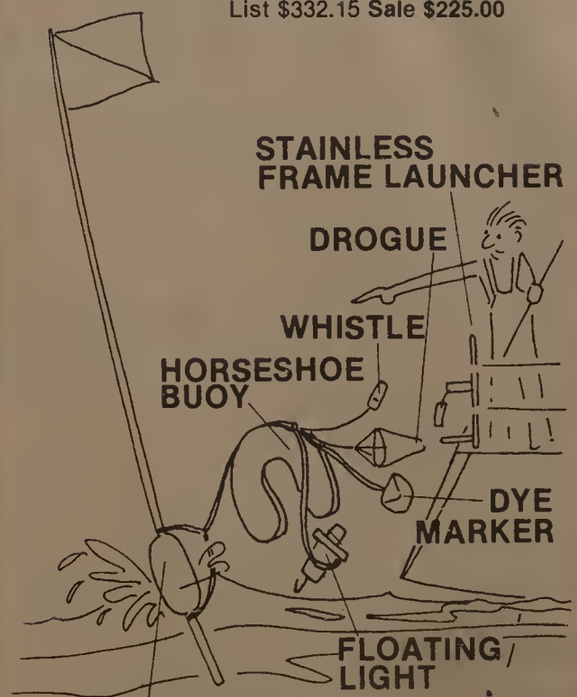


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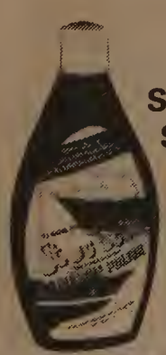
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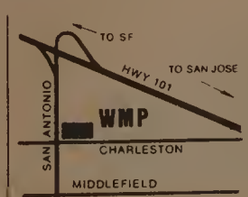
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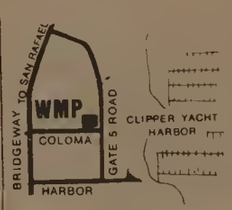
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berkeley crap count

Do you pollute when you liveaboard? That's a question concerning not only those considering or involved in this lifestyle, but also the agencies responsible for keeping the bay clean and healthy. Recently, Martin Gerber of the Berkeley Department of Public Health completed a study of the water quality at the Berkeley marina. In short, he found things were pretty clean, which may be of interest to some of the other local marinas — both those presently in operation and those planned for the future.

Gerber's study came as a result of the 1979 permit from the Bay Conservation and Development Commission (BCDC) allowing 40 liveaboard vessels at the Berkeley Marina. Installation of sanitary holding tanks, and the use of marine toilets and pump-out stations were required by the permit, as was a year-long count of the coliform in the marine waters. Coliform is a bacteria associated with dirt and sewage.

Gerber established 14 sampling stations near each dock and the entrance of the marinas. He tested for coliform, and also for fecal coliform, which is found in the feces of all warm-blooded animals.

Interestingly, Gerber discovered there were no bacterial standard established for water quality in a recreational marina. He ended up using the legal standard for "Ocean Water Contact Sports Areas," which applies to swimming areas. (Not to be confused with southern California surfing areas where one waverider was recently convicted of assault with his surfboard — a deadly weapon!!!).

Gerber's results showed the coliform counts were well within acceptable limits during seasonal dry weather. The crap count was usually lower than the total coliform count, indicating the absence of waste discharge from liveaboard vessels.

Both coliform counts jumped, however, following or during a period of rainfall. This was due mostly to the runoff of dirt and crap from the land surrounding the marina, as well as similar influx of crap from the bay itself.

Breaking Gerber's findings down into particulars: out of 1,330 total samples for the year, 86 (6%) were above legal standard. During the wet weather months, 14% were above the mark, while during the dry months, only 0.8% were too high. Gerber attributed the dry weather high counts to the discharge of waste from deck washings.

One of the more interesting sections of Gerber's study dealt with the results from an enclosed dock area near the Marriott Inn. Several years ago, a storm drain was installed there to receive surface rain runoff from a loading and receiving platform in back of a restaurant. Liquid waste from a garbage dumpster and washings from other garbage containers were inadvertently draining into the area as well. Due to the construction of the enclosure, very little flushing effect by the basin waters was possible. Gerber found the densities of coliform were high inside the enclosure, but they had little effect on the water nearby.

As soon as the restaurant management became aware of the problem they arranged to install a separate waste line leading to the Marina's perimeter sewer. After that, the enclosure received only surface rain runoff and the coliform density decreased. Gerber concluded that if waste is discharged into an enclosure similar to a boat berthing dock,



pollution could be the result.

The study also took into account tidal factors, including samples from all different phases of the tides. No correlation between coliform densities and the depth of the water was found.

Finally, Gerber lists the rules and regulations by which liveaboards must abide. Since compliance to these guidelines probably affects water quality, some of them may be of interest.

1.) Removal of marine toilets and sealing of values and thru-hull fittings.

2.) Installation of self-contained heads with approved holding tanks which can only be emptied by pumping.

3.) Non-cruising type vessels used as a residence require permanent sewer hook-ups.

4.) Discharging any form of pollution into the waters of the marina is prohibited and unlawful.

5.) Marina authorities periodically inspect the plumbing systems for leaks and compliance to the regulations.

— *SVC*

round the world

Ever wonder what happened to Dick Seay, mastermind of PYRA? Currently he's signed on as crewmember for *Alaska Eagle* in the first American attempt to win the Whitbread Around the World Race. Owner/skipper Neil Bergt of Rancho Santa Fe, CA, bought the 65-ft. aluminum sloop, *Flyer*, winner of the 1977-78 race. Renamed *Alaska Eagle*, it is scheduled to be launched this June in Holland after getting a wider, flatter stern and a new rig.

The Whitbread has to be the penultimate yacht race: over 26,000 miles long, mostly in the roaring 40's and raging 50's of the Southern Ocean. The twenty-five expected entries (16 have officially signed up), from Europe, New Zealand, South Africa and the U.S. will leave Portsmouth, England, on August 29th, headed for the Cape of Good Hope. First stop in the four-leg race is Cape Town, South Africa; followed by Auckland, New Zealand; Mar del Plata, Argentina; and finally back to Portsmouth. Included is the passage around the treacherous Cape Horn with its cold Antarctic seas and howling winds. Brrrr!!!

The 1977-78 race saw the fastest elapsed time for the race: 134 days, 12



hours by *Great Britain II* of England, skippered by Robert James. *Flyer*, skippered by Cornelius Van Rietschoten of the Netherlands, was the overall handicap winner.

Bergt originally planned to sail the Swan 65, *Eagle* in the race, but chose to go with *Flyer/Alaska Eagle*, instead. Sparkman and Stephens designed her specifically for the race four years ago, and Rod Stephens and Bill Langan

con t. on next sightings page

SIGHTINGS

round the world - con't

have masterminded the modifications. *Alaska Eagle*'s crew — including "Hawaiian ace" Mike Farley, Seattle sailmaker Ted Allison, Seay, and Bergt's son Mike — will shake her down in England this summer before the start.

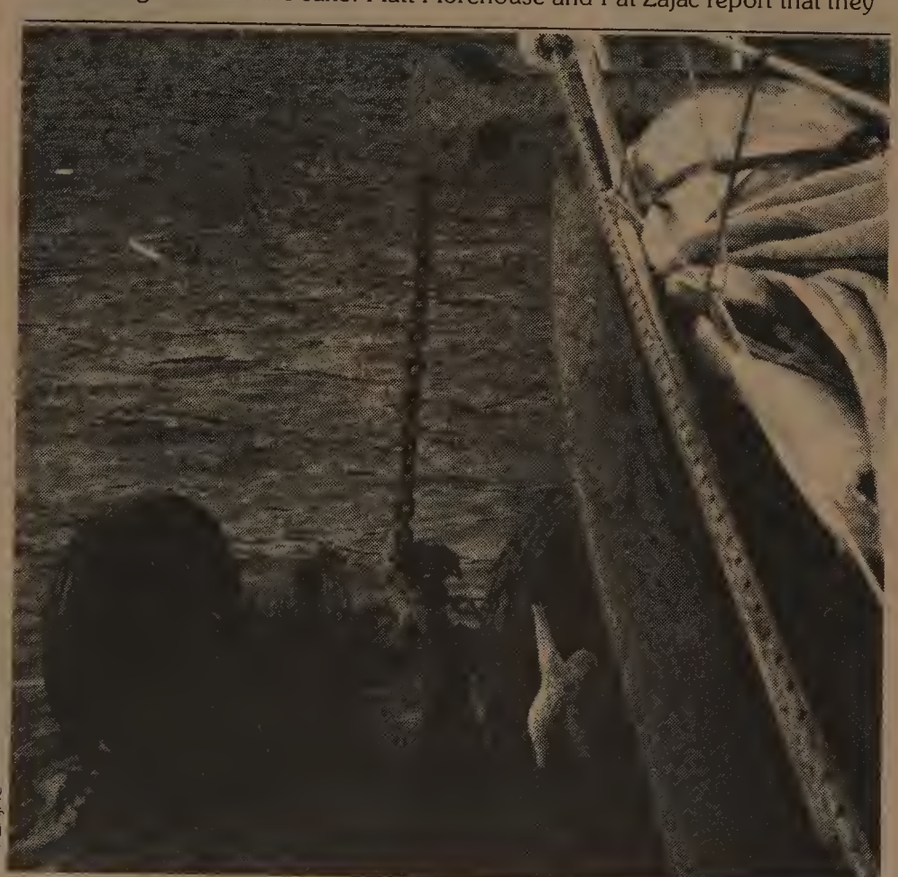
The 45-year old Bergt is a native of Anchorage, Alaska, and made it big with his Alaskan International Industries (involved with energy, construction, transportation and engineering) after many years as a commercial airline pilot. He's only been sailing seven years, but owns three yachts — the Swan 65 *Eagle, Alaska Eagle* and a Swan 441! Obviously no slouch, Bergt's organizational skills give him a decent chance at doing well in the race. It's a full-on, professional commitment. His company is sponsoring the project.

One other possible U.S. entry is *World Navigator*, a Frers 77-footer, driven by Skip Novak. Also entered are France's Eric Taberly in *Pen Duick, III*, New Zealand's Peter Blake in the 68-ft. Farr, *Ceramco New Zealand*; Holland's Cornelis van Rietschoten in a new Frers, *Flyer*; and Scotland's 60-year old Iain Fyfe on the Peterson Contessa 43, *Bubblegum*.

— *svc.*

volkswagen does it — again!

Sailors have told us tall tales for not participating in some races, but this one has got to take the cake. Matt Morehouse and Pat Zajac report that they



PAT ZAJAC

anchored off the Sausalito waterfront on the evening of April 24th, to be near the Knox buoy starting line for the Doublehanded Farallones Race the next day. They dropped the hook from *Candide*, Matt's Freya 39, near the seal sculpture, just south of Ondine's Restaurant, and spent a pleasant night.

On Saturday morning they relaxed and watched the start of the Bullship

con't. on next sightings page

sail in

Well, hopefully not *in* the mud, but certainly with the help of E.B.M.U.D. The Briones Sailing Club, in cooperation with E.B.M.U.D. and Lafayette reservoir, is offering public sailing lessons from June 15 to August 18. Beginning and intermediate lessons of 15 hours are offered, with ten boats and ten students for each session. Morning, afternoon and evening classes are of-

sss

The Singlehanded Sailing Society would like to invite all its members and anyone else interested in shorthanded sailing to attend a meeting at the Oakland YC, June 24th at 7:00 p.m. (Those navigating to the meeting should remember that the Oakland YC is in Alameda.)

Topics of discussion at the meeting will in-

sailing

Auxiliary power has long been the bane of many a sailor. Inboard or out? Where to store the fuel so it won't smell or blow you up? Will it start when I'm drifting onto a leeward shore?

Perhaps one of the most entertaining accounts of man vs. outboard motor comes from John Steinbeck in his *Log from the Sea of Cortez*, where he predicts that "when and if these ghoulish little motors learn to reproduce themselves, the human species is doomed. For their hatred of us is so great that they will wait and plan and organize and one night, in a roar of little exhausts, they will wipe us out."

The prospect of installing a big, noisy, heavy diesel in their Piver 36 catamaran was enough to drive Delta residents John Curtis and Judy Lynn Taylor to seek an alternative. Curtis spent considerable time hunting for parts, but eventually ended up with an electric auxiliary. His six 12-volt batteries power an underwater discharge jet pump capable of delivering 120 pounds of thrust.

"My major requirement for an auxiliary is that it be there when I need it," he writes in

east bay mud????

fered. Instruction booklets and life jackets provided. Minimum age is 13, with no exceptions. You can get more information and applications from The Orinda Community Center, 26 Orinda Way, 254-2445. If you want to enroll, call 254-4863 or send a check for $35 with a self addressed stamped envelope to 8 Hall Drive, Orinda, CA 94563.

meeting

clude the Society's Half Moon Bay Race in July (which we've never heard of), the 1982 Singlehanded TransPac, and the latest news from Linda Weber-Rettie as she competes in the singlehanded race to Japan.

New Commodore Chuck Hawley can be reached at (415) 532-0202 for further information.

with 12's

the March/April issue of *Multihulls* magazine. "My electric auxiliary responds instantly at the touch of a button with full, effective power. There is no waiting period for the motor to warm up nor are there gears to mesh correctly."

Add to that no tune-ups, oil changes, or noxious odors, and smooth, relatively quiet operation, well you've got something.

Unfortunately, you haven't got everything. Curtis' full power lasts only 40 minutes, which is fine for him since he likes to use sail or oar power whenever possible. But it won't get you very far in the Pacific High — or even back from the Farallones. The system also weighs some 600 pounds with the batteries, motor and accessories.

Curtis points out his system is limited by his research and development budget and presently available battery technology. As electrical power storage systems become more powerful and lighter, the feasibility of using them to drive auxiliary engines will increase. If you want to contact Curtis, he's at P.O. Box 235, Broderick, CA 95605 or (916) 985-4810 during the day.

vw does it - con't

Race, checked in with the Doublehanded Farallones race committee at 0830, and prepared to make the short run over to the Knox starting line. They didn't get far.

In their words, "We experienced difficulty in bringing in the anchor chain."



PAT ZAJAC

And with good reason. After huffing and puffing and being completely mystified by what was causing the difficulty, they raised the anchor complete with the front and rear axles of a car. From all appearances it looks to be a Volkswagen.

All their careful pre-race planning was shot to hell as they spent four laborious hours retrieving the anchor and chain. They actually got all but a 10-ft. section of the chain back, which was so tangled it had to be cut away. Matt and Pat caution you that the car is still down there, wrapped in lines and fishing nets, waiting to trap your anchor.

con't. on next sightings page

SIGHTINGS

vw con't - again!

All, however, was not lost. Despite not starting, not rounding, and not finishing, *Candide* took 7th Overall on a clerical error. Somehow the race committee checked them off as starting, and gave them a finish which corrected out 7th.

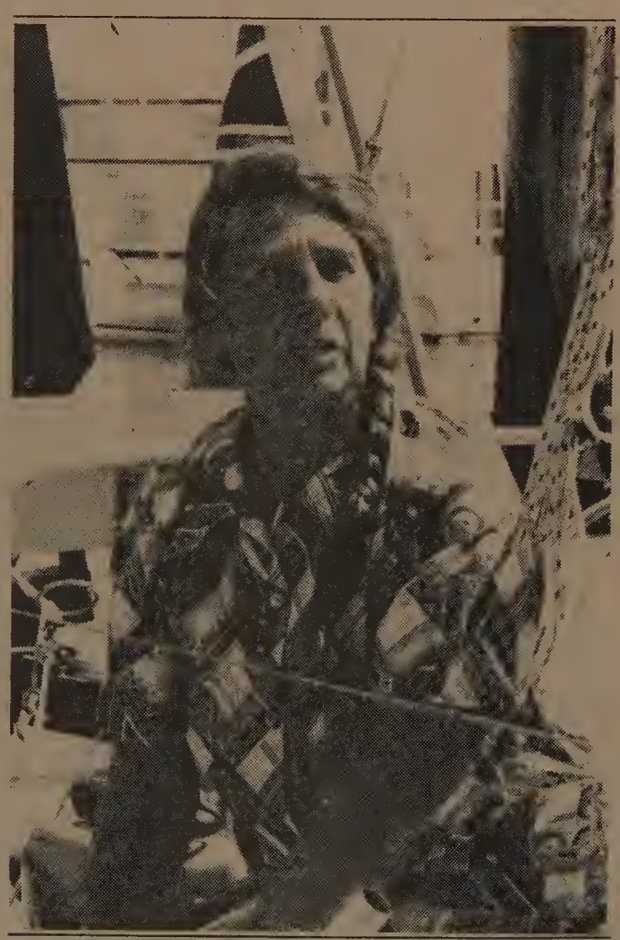
You really don't feel too good about something like that, but after such a frustrating morning, why look a gifthorse in the mouth?

missing in action

Vessel: *Circus Maximus*, 65-ft. east coast ultra-light. During: Attempt at TransAtlantic sailing record. Cause: Mast fails and punches hole in hull. Loss of life: None. Damage to boat: Total.

Just the facts, ma'am.

lonely lady, ann gash



LARRY HAGERMAN

It was one of San Francisco's rare, warm & sunny mornings; I sat at Pier 39 staring at the tiny yet seaworthy Folkboat, the *Stellar Ilimo*, that had recently arrived in the harbor. Seaworthy indeed, as Ann Gash had just sailed here, solo, 9,300 miles from Sydney, Australia. The psychology behind long distance singlehanding has always fascinated me, so I jumped at the chance to talk with Ann.

We had met briefly a week before. I was on *Native Sun*, a custom 47-ft. racing sloop, preparing for the Schoonmaker Lightship race, when Ann buzzed by searching for clues to who had stolen her anchor. The anchor had disappeared while she was being interviewed by a local television station. She was understandably irate. The inanities of civilizations can be infinitely more trying than the mysteries of the sea.

Our next meeting was on a much happier note. By this time, Ann was well-rested from her exhausting voyage, and in her typical indefatigable fashion, was preparing to take off again. The past week had revitalized her. *Stellar Ilimo* had been hauled out and was freshly painted. Newly found friends had taken her to Yosemite and Monterey, and the Pier 39 community

con't. on next sightings page

it's a long, long

Time to get your sloop together for the 1982 running of the S.F. to Kauai Race, which will start July 4th next year. After their success with the first contest in 1980, the Ballena Bay YC expects almost twice as many entries this time around. In '80, Snortin' Norton Smith with his 'Gang of Eight' on *Merlin* led the 42-boat contingent across the finish line at Nawiliwili Bay.

6 meter

Two things are clear now that the first major Six Meter events of the 1981 season are over. One is that *St. Francis VII*, driven by John Bertrand and his youthful cohorts, has a good chance of defending the American/Australian Challenge trophy in February of 1982. Two, Bertrand and Co. have been seriously challenged by the emergence of *Ranger*, her sistership, under the guiding hands of Andy Rose and Commodore Tompkins.

St. Francis VII managed to take the Cal Cup at Marina del Rey during the first weekend in May. There were fleet races to start with, which whittled the pack down to four: *St. Francis VII*, *Ranger*, Seattle's *Warhorse*, and *Ah Si Si!*, featuring Congressional Cup winner Dennis Durgan at the helm. *St. Francis VII* and *Ranger*, with Rose driving, won and faced each other in the finale. The *St. Francis* crew bungled their way to victory, relying on upwind speed to pull it out.

The scene then shifted to Newport Beach for the fleet-raced Nationals from May 12 to 17. Tompkins installed one of the new ben-

3 bullets

Rich Bennallack, sailing *White Elephant*, swept the 1981 Gladiator 24 Class Nationals with three first place finishes. The series, held March 28 & 29 off Angel Island, was sailed in conditions that varied from 30 knots to drifting.

Bennallack was challenged only once, this late in the second race when the westerly died leaving the fleet becalmed on the west side of Angel Island. But the champion was able to reach the wind first and hold off the remainder of the fleet during the sprint to the

way to nawiliwili

There'll be a kick-off party for the race on June 13th, 1981, at the Ballena Bay YC, 1124 Ballena Boulevard, Alameda. Veterans of the race will be there in addition to other distinguished persons. Also coming up are seminars in preparation for the race. Call H. Gene Little at (415) 523-1338 for more information.

— *svc*

update

dy fiberglass-tipped masts in hopes of getting some more speed, but the innovation broke at the dock. Commodore says the stick is crude and primitive. "The Brits have had their chance," was his judgement on the Proctor-built spar.

Tompkins reinstalled the old aluminum spar, moving it aft and got some new sails. Helmed by Rose and Tompkins, *Ranger* tied with *Ah Si Si!* in the five race series, and took home the crown based on better finishes in three of the heats. Bertrand and *St. Francis VII* got off to a horrendous start, including a DSQ in the third race, but managed to salvage third with two bullets at the end.

So now it's on to Switzerland for the Worlds in August, and then to Australia. *Ranger* is having the bugs worked out on her fiberglass mast and Tompkins, his floppy sailing hat pulled down firmly over his brow, plans to be Down Under when the defense eliminations begin. Those young whipersnappers on *St. Francis VII* have got themselves a match!

— *svc*

in gladiators

Knox Buoy finish.

Larry Olsen in *Alerion* was second in the series, Don Walder in *Cat's Paw* was third. Seven boats participated in the biennial event that started in Long Beach back in 1967.

This report is a little late, caused by a breakdown in the class correspondent's typewriter. But as we all know, better late than never.

— *larry olsen*

lady soloist -con't

had chipped in and bought a new anchor and chain. She welcomed me aboard with a cheerful smile. I couldn't help marvelling at her warmth and determination as we talked of life and sailing.

Ann was 45 when she first started sailing. She had bought a 12-ft. dinghy for her children and was immediately fascinated by the wind and the sea. She read everything she could get her hands on about yachting and was particularly impressed by Ann Davison's book, *My Ship So Small*, the amazing story of the first woman's solo TransAtlantic crossing.

On her 54th birthday Ann bought a Folkboat, *Ilimo*. She rigged it for singlehanding and set off to sail around the world. Ann had no sponsorship and no support network to help her prepare or continue along the way. The circumnavigation took two-and-a-half years, most of it solo. Ann ran into a bit of trouble in Ghana, and took on one crew member for a brief time. En route she sailed solo for 4 months in English waters, continuing on through the French canals, around the Mediterranean, across the Atlantic, through the Panama Canal, on to Raratonga and then home. Impressive.

As every sailor knows, the sea can be both kind and cruel. Back in Australian waters, Ann was out sailing with her daughter when *Ilimo*'s rudder broke. They lost control of the ship, and before an emergency rudder could be rigged, ran up on treacherous rocks. The *Ilimo* broke up completely in 20 minutes and was a total loss.

It was a heartbreaking accident, but it did not smother Ann's further sailing ambitions. She considers herself a "tigress for goals" and set about saving money to buy another boat and sail to the U.S. She scrimped and saved money from her community nursing job, and the Australian Folkboat Society donated funds. Money also came in from a book she'd written, *A Star To Steer Her By*. Soon Ann bought a modified Stellar Folkboat, similiar to what we call a Debutante; it has one additional lapstrake and an inboard engine.

On October 13, 1980, Ann took off from Sydney. The Australian press, in it's typically chauvinistic style, reported rather disrespectfully, "Sydney's Granny Goes to Sea Again". They even went to far as to try and discredit her sailing abilities by falsely stating she'd fallen overboard several times in the past!

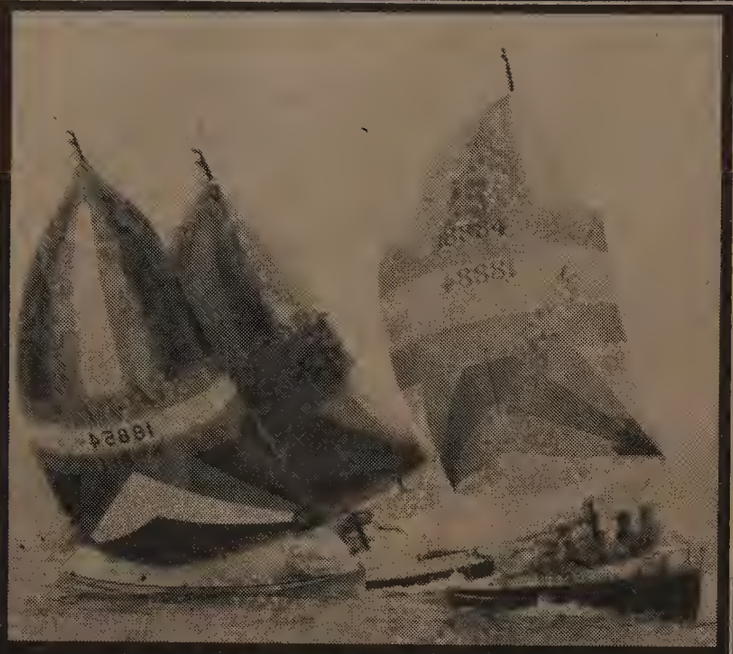
The trip to San Francisco was a rough but successful one. Ann sailed straight to Tahiti (49 days), stopped for 9 days to celebrate her 58th birthday, then on to Hawaii and finally San Francisco. Usually she'd awaken at dawn and spend the day doing chores, reading, writing, and navigating, and then sleep at night. The self-steering vane worked well, lessening the demands on her energy. Ann made landfall at the Farallon Islands, demonstrating the proficiency of her self-taught navigation.

Sailing's been a male-dominated activity, but recently women have proven that it does not necessarily take a penis to be an adequate or excellent sailor. In 1977, Clare Francis skippered *ADC Accutrac*, a 65-ft. Swan, in the Whitbread Around the World Race. In 1978, Naomi James set the world's record for a solo-circumnavigation (271 days, 19 hours), on the 53-ft. cutter, *Express Cruiser*. Prejudice is lessening rapidly in the U.S., and women are steadily integrating the racing circuits. In 1980, there was even a woman navigator on *Clipper* during the presitigious and ever-so traditional America's Cup trials in Newport. Ann laments the fact that Australia is not quite as progressive.

While Ann overhauled a winch, I asked of the motivations that compel her to undertake such adventures. The answer is direct and simple. She sails because she loves it. With an infectious giggle, Ann declares there's nothing else she'd rather do in life. In fact she just may enter the New Zealand to Queensland singlehanded race and further show the Australian boys just what we of the fairer sex are capable of accomplishing!

— *pip littleford*

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SIGHTINGS

what, me worry?

We've received some genuinely awful press releases in our lives, but there is no question that the one reprinted below is the worst ever. If you don't believe us, read on — verbatim style!

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URBANCZYK™ is popular not only from voyage on *Nord III* (and many others), but also from his contributions to *Latitude 38*, *Sail*, *Sea*, *Cruising World*, *Yachtsman*, and many other magazines here and overseas.

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Invectives, inquires, and of course invitations for show, please kindly send

con't. on next sightings page

looking for

If you're an experienced small boat sailor, there's a TransAtlantic experience that is just waiting for your warm body.

It all happened because Doug McNoughton couldn't do the Singlehanded Japan Race. Instead he made arrangements to use Norton Smith's 20-ft. *American Express* in the upcoming Mini-TransAt that starts later this summer — the race Norton won in the same boat two years ago.

But before Doug can start, he's got to get the boat to Penzance, England, which is where you might fit in the picture. See, Doug and Norton have already left to pick up the boat in Antigua and shake it down. Then Doug will sail to Bermuda, where he'd like

need a pro to

Here's a service for those who plan to run a local, national or international regatta and want to hire a pro to do the job. Two East Coasters, Chip Evaul and Matthew Jones, have formed Yacht Race Services to offer pre-regatta planning and on-the-water consulting as well as pre-packaged sailing instructions, signal flags and equipment lists needed for successful races.

Evaul and Jones, as well as two others of their staff, Ken Legler and Larry Johnson, are all veterans of the U.S. Yacht Racing Union race management team, which was recently phased out by USYRU. The final member, Carolyn Brodsky, is a world class sailor. Together they have countless hours

kqed in association

The Bay Area Marine Institute is offering its Lofting course Wednesday evenings June 17 through July 15. Four places in the class are being offered through the KQED Auction. Four remaining class spaces will be available through the Institute. The class consists of five lectures and two weekend lab sessions to be arranged. This course is in-

adventure?

you to meet him to help sail across the Atlantic to the Azores and England.

Why didn't he ask Norton to sail with him? He did, but Norton answered, "No way, no way, absolutely not, I'm not taking that boat across anymore oceans." But if you'd like to, call Linda McKim at 383-4520. Do it right away because things have got to happen quick; the TransAt starts at the end of September, you know.

McNaughton reports that 45 French boats have signed up — do you think they're fleeing the Mediterranean? — plus another 10 or so from England and Italy.

Is Doug ready? "Ever since I decided to go, I've regretted the decision." That's the attitude, Doug, don't get too cocky.

run your regatta?

on the race course, both as competitors and as race committee personnel. Jim Taylor, current race manager of the St. Francis, came out of the same program.

Evaul says they started this spring and already have 85 dates for this summer. Most of their inquiries come from the east coast, but they're interested in coming west. Besides a daily fee anywhere from $75 to $125 per manager, the regatta host has to pick up travel and lodging expenses. They have a couple of races in L.A. this fall and could arrange splitting air fares if a S.F. bay group wanted to use them.

For more info, write or call: Yacht Race Services, 125 St. James Ave., Merchantville, NJ 08109, (609) 663-4873.

with bami

tended for professional and amateur boatbuilders. In the course of the class, techniques for wood, FRP, and metal are covered, as well as techniques for surfaces such as hard chine hulls and fin keels and rudders.

Contact the Bay Area Marine Institute for further information at (415) 552-4500.

what worry - con't

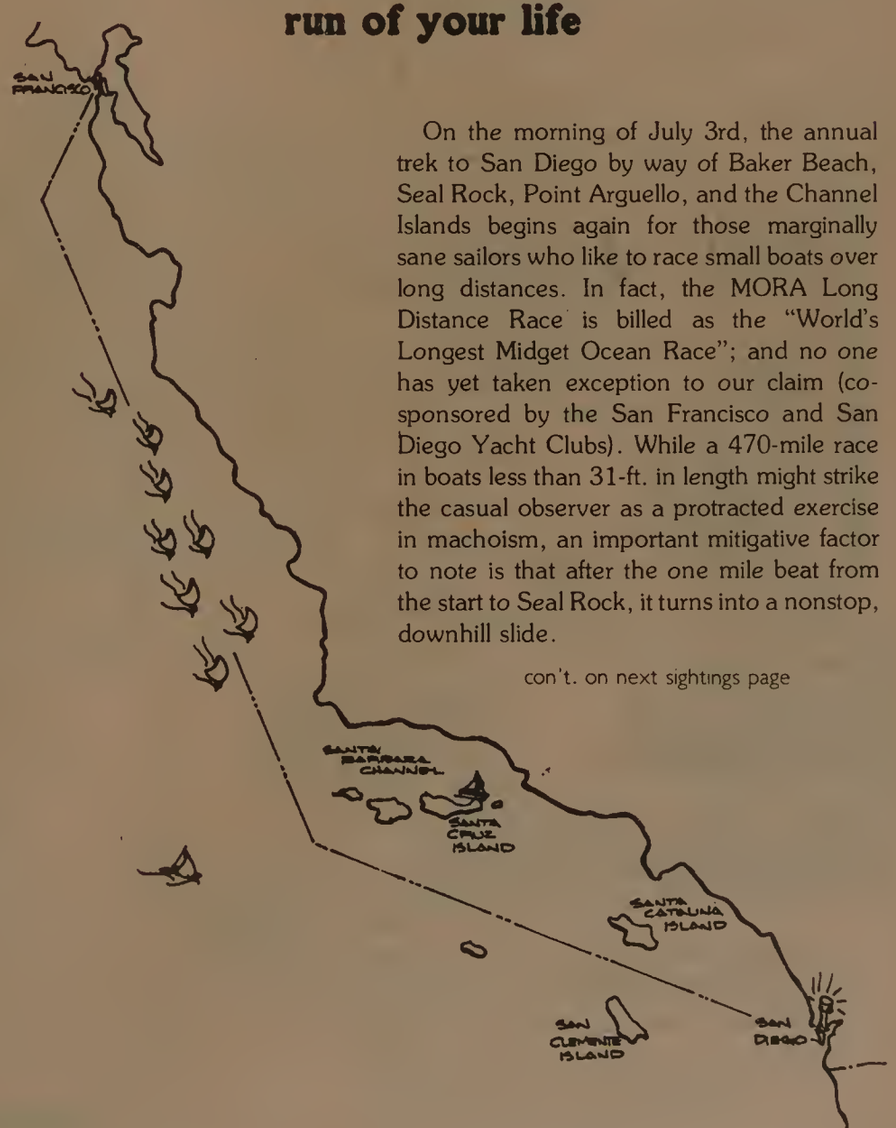
to: NORD EXPEDITIONS, P.O. Box 1099, Montara, CA 94037.
*Established 1935.

Yeech! We warned you it was awful! But then maybe there are some macho groups out there strung out on bravado who are willing to try anything once. If you do have Andrew speak, will you do us a favor and ask him when he's going to finish the story that recounts his and his beautiful all-star basketball player wife's escape — by sailboat of course — to the West?

*If you are dropping Andrew a line and have trouble remembering how to spell his last name, just do like we do: Spell U-R-B-A-N — just as in city — and then just slam down all the keys on the lower left hand of the typewriter keyboard. Yeah, it might come out Urbancxzk, or Urbanzcxk, or even Urbanczx*k, but it's close enough and saves a lot of wear and tear on the un-Polish brain.*

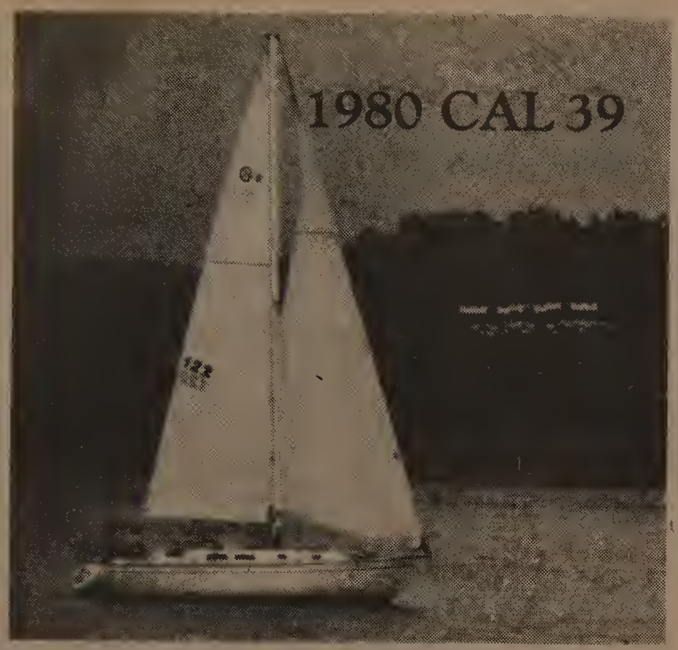
Andrew, you made us promise not to tell anyone that you plan your next sailing adventure for next year. We'd like to go on public record right here, and reaffirm that your secret it good with us. Until you tell us anymore details, rest assured that our lips are sealed.

run of your life



On the morning of July 3rd, the annual trek to San Diego by way of Baker Beach, Seal Rock, Point Arguello, and the Channel Islands begins again for those marginally sane sailors who like to race small boats over long distances. In fact, the MORA Long Distance Race is billed as the "World's Longest Midget Ocean Race"; and no one has yet taken exception to our claim (co-sponsored by the San Francisco and San Diego Yacht Clubs). While a 470-mile race in boats less than 31-ft. in length might strike the casual observer as a protracted exercise in machoism, an important mitigative factor to note is that after the one mile beat from the start to Seal Rock, it turns into a nonstop, downhill slide.

con't. on next sightings page



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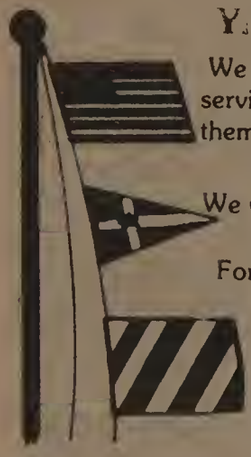
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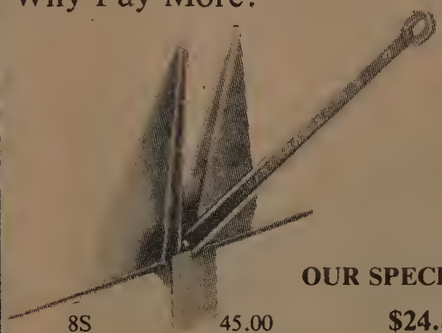
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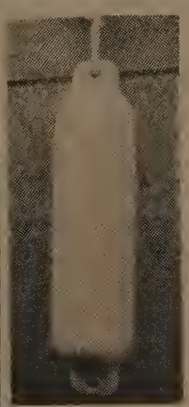


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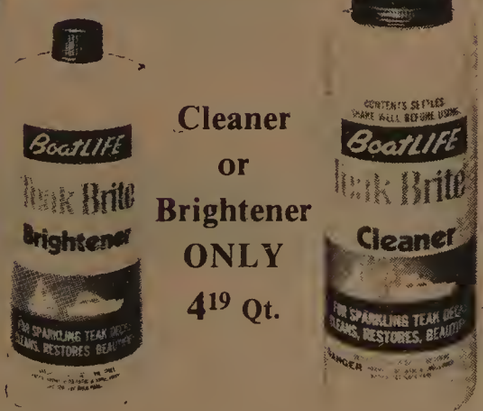


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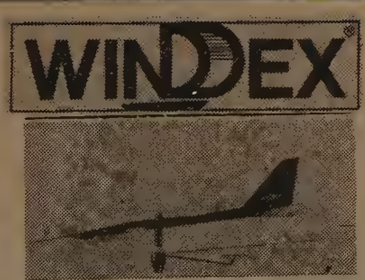
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SIGHTINGS

run of your life - con't

In recent years the first half of the race has been marked by enough wind and associated seas to capture the attention and challenge the stamina of most participants. Fairly continuous surfing is commonplace for the lightweight "downwind flyers", while even their heavier displacement brethren have experienced occasional flirtations with the higher end of the sailboat speed spectrum. An efficient watch system and conservation of energy — while at the same time pushing your boat as hard as deemed appropriate — is critical during the fast ride to the warmer and more relaxed latitudes at the bottom end of the race course.

After passing the Channel Islands, strategy becomes critical. Turning east cuts distance off the course but it also may cut the wind off. Common strategy in recent years has been to stay outside most if not all of the islands. The last 60 miles from San Clemente Island to Point Loma, San Diego, can be a killer. A killer on your patience, that is, as drifting along in near non-existent wind is a fairly likely scenario.

In the past few years, ULDB boats have really shown their pedigree downwind legs. Santa Cruz 27's have won the last two years. Last year, two Olson 30's were burning up the elapsed time record until disaster struck in the form of spar failure; the only two DNF's in a field of 22. Their experience points to a fundamental tradeoff in long distance ocean racing. The harder a boat is pushed, the faster it goes and the better the chance of arriving first. But the harder you push, the greater also is the chance of not even finishing due to some form of failure (usually crew induced equipment failure). The best sailed (i.e. the hardest sailed) boat that avoids breakdowns is likely to be the winner.

This year there will be light and heavy displacement division titles on the line in addition to the overall title. If past performance is an indicator, boats such as the Hawkfarm, Newport 30, and Yankee 30 look to be the favorites in the heavy division. At this time, the lightweight division is really a tossup. There are certain to be several SC 27's attempting to defend their reputation. There has been considerable preliminary interest from Olson 30 owners from as far away as Arizona; those that hold their rigs in the boat could be the "boats to beat". In addition, at least two new 30-ft. lightweight designs are expected to be on the starting line. Several San Diego and Monterey Bay based boats are expected to participate. The bulk of the fleet will be comprised of intrepid northern California MORA sailors.

Lest it not be apparent from the above discussion, the primary quality of the race is that it is just a whole lot of fun (you forget the miserable parts real quickly while basking in the sun, poolside at the San Diego Yacht Club). So if there is anyone with a small, ocean seaworthy boat (less than 31-ft. LOA), who is looking for a great way to spend the July 4th weekend, give our race some thought.

— robert hrubes
vice-commodore, mora

If Hrubes appeal sounds the least bit intriguing, you might stop by the Metro YC in Jack London Square on Thursday, June 11 at 7:30. At this time there will be a special 'Long Distance Race Seminar' featuring Franz Klitza, Kim Desenberg, Cliff Stagg, and John Wright talking about "Preparation", "Navigation", "Downwind Driving", and "Emergencies", plus much more.

The seminar is free and open to everyone, whether you're interested in the race or not.

sail-ploitation

A couple of folks from Lake Tahoe sent us a couple of letters and a couple

con't. on next sightings page

fyr

What the devil are these? New birth control devices? Slugs for ripping off the Coke



machine?

Nope. They're a melted fuse link from an ADX Automatic Halon 1211 fire extinguisher. And what does that have to do with the price of bananas? Well, you've been reading about the FIREBOY Halon 1301 extinguish-

round

Everyone's invited to compete in the June 27th Round the Rock Race, sponsored by the Ballena Bay Yacht Club. Registration and skipper's meeting is at 10:30 a.m., with a noon start. The course is around Alcatraz and back to BBYC. There'll be two divisions,

extinguisher

er in the March and April Sightings. Norwood Grisham, who sells the ADX line for FYR Marine and is a faithful *Latitude 38* advertiser, called up and told us he was a wee bit put off by all the free publicity his competitor was getting. Particularly since he had a better product. So just to try and even things out, we thought it only fair to tell Grisham's side of the story.

Ol' Norwood even had a new kink in the fire extinguisher business to talk about. If you have a fire activated extinguisher in your enclosed engine compartment, you may think you're up to C.G. regulations. But Grisham says the letter of the law reads that you also have to have a remote, manually activated system to back up the auto system. Since such a system usually runs over a grand to have installed, the Coast Guard tends to shine it on for many pleasure boats.

Nevertheless, ADX is about to come out with a remote detonation device that will fit on their existing extinguisher and will only cost $75. The basic unit goes for $150.

The fuse link, pictured above, is the device that sets off the extinguisher. The metal holding it together melts at 165° after eight seconds, releasing a spring that, in turn, releases five pounds of halon gas. The halon combines with oxygen and takes away the fire's fuel.

So that's today's chemistry lesson. And beware of firemen wearing rubbers.

By the way, since this is a bonafide plug, you can reach Norwood Grisham at (415) 522-2558 or by mail at FYR Marine, Alameda Yacht Harbor, 1535 Buena Vista Ave., Alameda, CA 94501.

the rock

one with chutes and one without.

Before June 24th, the entry fee is $5.00, with $2.00 extra after that. Following the race is a dinner and dance with live music. Make your reservations by June 21st. Cost: $7.50 a head.

sail-ploitation - con't

of 'sail-ploitation' ads that recently appeared in national magazines. We thought you might enjoy the stuff, although we must confess we don't understand the J&B anchoring business.

Frankly 'sail-ploitation' doesn't even get our blood simmering because the



ads are unrealistic to the point of being preposterous. We're not talking about women walking on boats in lingerie, either. It's that shadowy guy in the corner, who in real life would be climbing all over those women. Unless of course he's gay or a mannequin.

It just goes to prove you shouldn't believe anything you see at the movies, watch on television, hear on radio, and especially what you read in magazines. Misrepresentation and distortions are everywhere, including these last three paragraphs.

Dear Latitude,

We always knew sailors were special folks, but the straight press' idea of us is farther out than our own wild fantasies, to wit: two recent examples from

con't. on next sightings page

SIGHTINGS

sailploitation - con't

The New Yorker magazine. The first photo shows a peculiar wreck in an otherwise safe and peaceful harbor. The B is good holding ground, but woe to the sailor whose hook catches in the J! (We always thought whiskey was



lighter than water?!) The second photo shows a spaced-out looking crew in the weirdest yellow gear we've ever seen. Wouldn't make it in the Bay, or up here at Lake Tahoe. Seriously, the exploitation of women in advertising is bad enough; the exploitation of sailboats is intolerable!

Keep up the good work.

Annie Myers
in and around Lake Tahoe

Dear Folks,

My lady friend and I seem to remember some sort of flap about pictures of scantily clad women lying about on sailboats. Enclosed is a picture that appeared in *The New Yorker*, with not great public outcry.

Maybe the lessons to be learned for future publication of such photos might be:

1. Print them in color; 2. Be *well* paid to print them; 3. Pictures should feature bigger boats; 4. And sloppier rigging; 5. Give the world a starboard list; 6. The ladies should look stoned out of their minds.

Of course I expect you to ignore all of the above suggestions and stick to your usual editorial policy. I like seeing black and white pix of real folks, even if they have clothes on.

Chuck Warren
Lake Tahoe

chalk up another

There was a major screwup in our May Calendar — something to be expected from folks a few lead ignots short of a full keel.

We reported the deadline for yacht clubs to enter their challenges in the Big Lipton, Little Lipton, Larry Knight, and Chispa Races — emblematic of Pacific InterClub Yachting Association championships — was May 12. Like heck it was.

In each case the deed of gift states that the deadline to challenge is 30 days prior to the day of the race. Since the Big Lipton and Larry Knight races are held on July 25th and the Little Lipton and Chispa on July 26th, the entry deadline is still down the road a bit.

Perhaps not everyone knows, but these four races are the one time during the year when it's yacht club against yacht club in four different types of sailboats; IOR boats; PHRF boats; small keel boats; and, dinghies. Each PICYA member club — there are about 70 — can enter one boat.

The Big Lipton is for IOR boats and last year Les Harlander took the trophy for the Richmond YC, besting *Black Magic*, *Yucca* and *Quicksilver*. In the past the winning club has been able to select the IOR rating of the boats to be used the next year. Often times it's been a high IOR rating, effectively knocking many of the interested clubs out of racing because none of their members have a boat big enough to compete. The regretable result is that often times only three or four clubs have competed for the trophy, which is valued at $17,000.

This year Regatta Chairperson Diane Chute argued forcefully with the defending Richmond YC to select a defender that rated about 28.5 IOR — which would allow Santanta 35's to compete. Since there are many of them in the bay that would allow representatives from more yacht clubs. The force behind Diane's argument was that she'd have the deed of gift for the trophy changed if they didn't agree. They did.

folkboat



SHIMON-CRAIG VAN COLLIE

oh-oh no-no

As a result she expects to see as many as twelve other clubs with boats competing for the Lipton this year, with eight already signed up including lesser known outfits such as the Presidio YC, the Sausalito YC, the Vallejo YC, the Loch Lomond YC, and others.

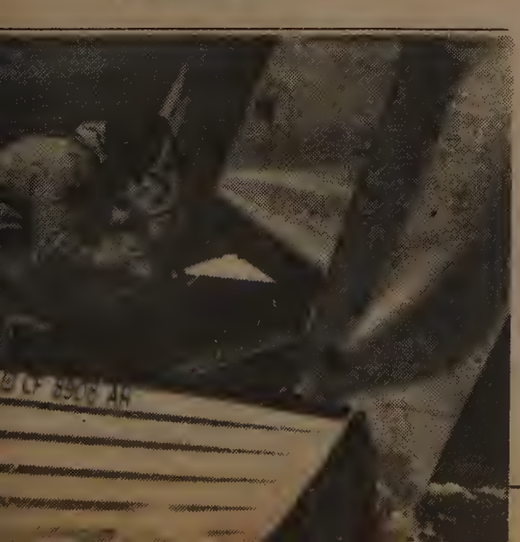
If your club wants to challenge, call Diane Chute at (415) 332-6086 before it gets too late. A formality in the deed requires that you submit a letter of challenge no later than June 25th.

The Larry Knight Trophy, for PHRF boats rating 174 -- plus or minus six seconds — will be sailed the same day as the Big Lipton and therefore has the same entry deadline. Last year Chris Corlett won the race for the St. Francis YC in *Sporting Green*, a Santana 23, besting seven other boats. The surprise this year is that J-24's have been given a greater handicap and now can qualify for the race, thus giving many more clubs likely entries for the race. Diane hopes to attract 20 clubs for the 15 mile or so race around the center of the bay.

Sunday, July 26, will be the running of the Little Lipton and Chispa races. J-24's are the declared boat, the same as used by Steve Toschi to win the trophy for the Coyote Point YC last year. Actually last year's race got screwed up, and had to be sailed over in October when only about half the boats showed up — it will be better this year. Previously Santana 22's were used for this event, but class rules did not permit spinnakers. so the PICYA has decided to go with the more exciting sailing J.

All of these races will be sailed off the St. Francis YC except for the Chispa, which will be run by the San Francisco YC. The Flying Junior is the declared boat for this event, won last year by Richard Gee of the Island Sailing Club in Foster City. Like the Little Lipton, yacht clubs must submit their entries to this race no later than June 26th. Do it today.

action



july is 'special events' month

July is 'special events' month for racers in northern Californa. Normal racing is abandoned so folks can either mosey up the Delta for summer sun or go gallavanting across the waves on longer, more adventurous races. The variety is incredible, and we'll list as many as we can think of right here. And remember July is only days away, so now is the time to firm up your plans.

July 3 — TransPac. This is for the more ambitious of you sailors, also for those of you who have already signed up.

July 3 — MORA Long Distance Race. This is the small boat equivalent of the TransPac for boats under 31-ft. A thrilling run down to the sun, now a California tradition. See this month's Letters for further information.

July 4 — Boreas Race. Only got the weekend? This year's 80-miler marks the 30th anniversary of an event that started as a predicted log race for stinkpotters. You've come a long way baby, because there hasn't been a smelly boat in sight for years. Boats can race under PHRF, ULDB, Multihull, and one-design. Sponsored by the Oakland and Elkhorn YCs, warm hospitality awaits you on both ends. Call Richard Gardner (408) 372-1260. Entry deadline is June 20.

July 6 — Catalina Race. If the TransPac is too long, and the Boreas too short, this is your race. It's open to IOR boats that race over 27.0 and PHRF boats that rate under 180. This is the third running of the event, and a big send-off dinner is planned at the sponsoring Metro YC on July 4th and a major league reception down at the island when you arrive. Call the Metro YC, 832-6757 for details. Entry deadline: June 20.

July 11 — Midnight Moonlight Maritime Marathon. 36 nocturnal sailing miles from Raccoon Straits to Vallejo and back. What you do in the privacy of darkness is your own business. Call the San Francisco Yacht Club for details.

July 18 — Silver Eagle Long Distance Race. This thriller started in 1976 and has been growing ever since. A madcap dash out the Gate to Bonita, down the bay to Coyote Point, all the way up the bay to Vallejo and then back to the St. Francis start. We did this one last year and had a ball — 86 miles. Call the Island YC for details.

Latitude 38 naturally can't be on all of these races, but we'd sure appreciate reports, photographs, and comments from any and all of you on the races. Just try to send them to us as soon as you can.

folkboat s.f. cup

We had intended to bring you the full story of the prestigious S.F. Cup for the Nordic Folkboats, held the last week in April. But what man plans, the postal service destroys. Our thanks to Gordon Waldear for his efforts, but one of the horses from the Pony Express must have eaten his manuscript.

In any case, from the picture you can tell the Folkboaters from the Bay as well as Denmark, Sweden and Germany, had a good thrash. The St. Francis Yacht Club hosted the show, running courses both off the City Front and on the Berkeley Circle in the fresh spring winds that the boats love. The Folkboats carry no spinnakers, putting a premium on upwind sailing and tactics.

Sailing like a true champion was Eric Andreasen of Denmark, who also happens to be the world's supplier of glass Folkboat hulls. Campaigning one of his newest creations, Andreasen walked away with the regatta, scoring a perfect 0.0 for the tally. He threw out a second place finish in a race where Berkeley's Jerry Langkammerer port tacked the fleet at the start. To show you how good Andreasen is, he started almost last in that race and then sailed through the 30-boat fleet. When you're hot, you're hot.

con't. on next sightings page

folkboat cup - con't

Six years ago the Europeans came over for the first S.F. Cup and cleaned the locals' clocks. Being a proud bunch, the locals decided to buckle down. This year they turned in their best showing, finishing second, third, fourth, fifth and sixth. Langkammerer took the bridesmaid slot after Alameda's Mickey Waldear cut a mark rounding too close and got his transom tossed out of a race. All poor Mickey had to do was finish the race and he would've gotten second for the regatta!

One of the interesting sidelights of the event is the evolution of Folkboat sails. Six years ago the Europeans had very full sails, while the local's were very flat. The fuller sails worked better on the Bay's chop, which is similar to conditions at Kiel, one of the hot Folkboat centers in Germany. As the Americans started making their sails fuller for more power, the Europeans have worked toward flatter sails for better performance in all conditions. In any case, the sails of the top five finishers this year all looked virtually the same. Langkammerer commented he had equal speed with Andreasen, but couldn't point as high. So there's still some work to be done.

— svc

transpac

As you folks probably know, the TransPac Race begins July 3 at Point Fermin in San Pedro and ends some 2,250 miles later off Honolulu's Diamond Head. But did you know that the classic is now 75-years old, and that this is the 31st running of the race? (It's held every other year except during World Wars).

Bill Lee's *Merlin*, under charter this year to Nicholas Frazee of the San Diego YC, holds the TransPac elapsed-time record of 8 days and 8 hours. She set it during her first TransPac in 1977, beating the then also new *Drifter* by a mere 15 minutes. Arch rivals ever since, *Drifter* thrashed *Merlin* in the molasses race of 1979 and will be back trying for the rubber match this year.

Other boats expected to surf for first-to-finish honors include two-time winner, 65-ft. *Ragtime*, and the 84-ft. *Christine*, a boat that's never really gotten on track.

Bill Lee's influence on the TransPac has been considerable during the last decade and appears to be growing in the the 80's. This year no less than seven Santa Cruz 50's have signed up to race, three of them from northern California. Not since the Cal 40's of the mid-60's has a production boat had so many TransPac starters.

In our eyes one of the most dazzling entries is *Zamazaan*, a New Zealand-built Farr 52 that Commodore Tompkins lists among his all-time favorites. She raced one light-winded TransPac under her Kiwi owner, and was purchased last year by Bob Cole who brought her to San Francisco all the way from New Zealand. Just last month Cole sold the boat to Larry Stewart, but negotiated the right to charter the boat for this year's TransPac under a St. Francis syndicate. (Stewart, incidentally, has plans to race her in the La Paz Race and next year's Singlehanded TransPac).

Two-time Singlehanded TransPac veteran Hans Vielhauer will be going with a crew this year. He sold his Scampi 30 and bought that all-time TransPac favorite, a Cal 40, this one named *Chaparral*. The hey-day of the Cals may be over, as only Sheldon Denning of San Rafael will take another — *Montgomery Street*.

The 1979 race featured the first all-women crew, and this year we're proud to say that northern California will have it's first woman owner-skipper. She's Betty Browner of Hayward; her entry is *Petrouchka*, an Ericson 38. We don't know a thing about Betty, but we will next month.

Two J-36's, including *Gyphron*, chartered to Paul Erickson of San Fran-

con't. on next sightings page

nor cal

Boat	Design
Merlin	Lee Custom
Chasch Mer	Santa Cruz 50
Oaxaca	Santa Cruz 50
Octavia	Santa Cruz 50
Native Son	Duffield 49
Natoma	Rhodes
Zamazaan	Farr 52
Panache	Lee 40
Nalu IV	Lapworth 48
Bravura 79	Frers 48
Bravura 87	Frers 46
Sea Rat	Swan 441
America	Serendipity 43
Fox Fire	Wilderness 40
Gryphon	J-36
Scaramouche	Tanton 40
High Noon	Peterson 41
Racy	Peterson 40
Montgomery Street	Cal 40
Sweet Okole	Farr 36
Chaparral	Cal 40
Regardless	Tartan 41
Brown Sugar	Peterson 38
Petrouchka	Ericson 38

rettie

While most of you folks read this issue of *Latitude 38*, Linda Webber-Rettie will be somewhere on her 5,500-mile singlehanded journey as part of Singlehanded Race to Japan. The race started June 7th, and although Eric Taberly won the 1969 race in 39 days, Linda feels that even a 50-day passage in her Yamaha 33 would be just fine.

Named *Rough & Rettie* for her Singlehanded TransPac last year, the boat is now *Spirit of Suntory*, in honor of the Japanese distillery that is helping to pick up some of her considerable bills.

Kimball Livingston had an interesting piece on Linda in the May 29th *Chronicle*, in which he observed that she had kept her poise during the mad last weeks of preparation for the race. Not the most athletic singlehander around, keeping her poise has always been Linda's long suit.

After her singlehanded TransPac we had

transpac lineup

Owner/Charterer	Time Allowance (hours)
Nicholas Frazee, San Diego	-0.87
Randy Parker, Santa Cruz	26.05
Larry Burgin, Santa Cruz	27.44
Stewart Kett, Watsonville	27.69
Robert McBain, Los Gatos	52.97
Don Dalziel, Berkeley	57.71
Bob Cole, Burlingame	58.64
Rod Park, Richmond	60.08
Jake van Heeckeren, Oakland	61.66
Fred Lafitte, Newport Beach	63.83
Irv Loube, Piedmont	74.73
Joseph Keenan, Los Gatos	77.66
Richard Mann, San Francisco	83.62
Dennis Howarth, Oxnard	83.71
Paul Ericson, San Francisco	86.19
Rolfe Croker, Tiburon	86.33
Tom Harney III, Tiburon	86.37
Robert Magoon, Pleasanton	90.88
Jim Denning, San Rafael	91.07
Dean Treadway, Oakland	91.12
Hans Vielhauer, Penngrove	92.10
Sheldon Gebb, Los Angeles	93.99
Bud Wehle, Emeryville	94.08
Betty Browner, Hayward	98.43

spirit

the opportunity to listen to 5 or 6 hours of tapes she'd made during the race. Due to a problem with her sextent, Linda didn't have any accurate idea of where she was except after receiving a position from a freighter or other competitor. Consequently almost every entry of her tapes beings with "I sure wish I knew where I was."

Despite the uncertainty and fears associated with being alone and somewhat lost in the Pacific, she always maintained her cool, taking one step at a time, handling each problem as it arose. It was a quiet, but very impressive example of living calmly in the face of uncertainty.

We want to wish Linda the best of luck, and suggest that those of you in a generous mood might want to alleviate her debt. You can make your tax-deductible check out to Rettie Singlehanded TransPacific, Inc., 323 Tideway Drive., Apt. D., Alameda, CA 94501.

transpac - con't

cisco, have signed up. It will be interesting to see how these production boats do, particularly since they have to give time to such off the wind threats as *High Noon*.

High Noon is now owned and raced by Thomas Harney of the Sausalito YC, who last year finished second in the Ballena Bay TransPac with his Swan 55, *Andiamo* — a boat he still owns.

Harney purchased *High Noon* from Bill Clute who George Washingtoned himself and his new Peterson 48, *Annabelle Lee*, out of a slot in the race. The deal is that TransPac officials got tired of folks starting the race in new boats that weren't really finished or shaken down. A boat on which the crew is still bolting together the hull and deck while sailing across the starting line is, afterall, something of a safety risk. So this year all boats were required to be in the water and in their TransPac sailing configuration by March 1st — and the owners were required to sign an affadavit to that effect.

George Washington admitted chopping down the cherry tree and Clute — one of the most conniving and mischevious of all yacht owners — couldn't bring himself to sign the affadavit even though his boat was in the water and 'sort of' in it's TransPac sailing configuration. He's now kicking himself around the yacht club bar after finding out how seriously other owners took the affadavit. There's one bay area boat, he points out, that's grown several feet since March 1.

— a woman who made the grade —

While Clute sits at home, Carol Falk will crew *High Noon* across the Pacific. Who is Carol Falk? She's a fifth-grade teacher in San Anselmo who got tired of making garbage cans full of mai tais to greet crews arriving in the islands. She decided it was time someone made welcome drinks for her.

Carol got her position on *High Noon* by writing a letter to the navigator of Tom Harney's other boat, *Andiamo*. She was grateful to learn that the navigator, Bill Maritato, took her request seriously — possibly because his girlfriend, adult film star Annette Haven, had helped deliver *Andiamo* back to the mainland from two previous TransPacs.

Carol was accepted as part of the 8-man — okay, 8-person crew — and is "humbled by the experience". It's no piece of cake and she's made numerous sacrifices already. Not a day goes by; she claims, when she doesn't spend at least an hour or so preparing for it. Instead of New Wave dancing 'til dawn, she tries to swim a mile three evenings a week. Instead of exciting novels, she reads Turner, and Jobson, and Pardey. Her new fashions are foul weather gear. She used to shop and cook for her family, but now it's for *High Noon*'s practice races. And it's not an easy job because "everyone has a bottomless pit for a stomach".

Carol's evenings are full; here's a typical week: Monday — plan meal for next race. Tuesday — swim a mile. Wednesday — shop at Red Cart (they have the cheapest beer in Marin County). Thursday — pre-cook and cook meals for the race. Friday — swim a mile. Saturday — race and eat, eat, eat!

Carol will be the only woman on the crew and believes her feminine touch will be an asset. "Maybe I'll be a bit of a den mother."

Prior to the TransPac she'll help deliver the boat down south and hopefully sail in the Long Beach Race Week competition. Besides being the cook on the boat, she'll also have the responsibility of the running backstays, and according to the crew chart job description, "wave good-bye to boats we pass." She's heard some talk of having her work the foredeck during spinnaker jibes because of her light weight, although she wasn't sure if she was being kidded or not.

The TransPac committment has already been a big one, but Carol wouldn't have it any other way. No more sitting on the sidelines for her, she wants to be in the middle of the action — in the middle of the Pacific.

CRUISING

We always thought everybody was like us. A couple of nights before a long race or cruise we dial a few friends and ask, "hey, you want to come?" Usually we end up a couple of crew short, but what can you do?

Provisioning has always been a rush, too. When we went on the Cal Coastal Race last year we never did get around to hitting the Marina Safeway until 20 minutes before the starting gun. By then we knew shopping technique was critical. Grab the essentials: ice, beer, rum, limes, tonic. Rapidly move on to luxuries: onion dip, celery, sardines, hot sauce, avocados, and peanut butter. If they were on the way to the checkout stand grab the haute cuisine: bread, eggs, meat, and juices. The most difficult part? Resisting the temptation to push children and senior citizens to the ground on the way to checkout.

We made the start — barely — and assumed that's the way everyone does it. Afterall the guys from *Christine* were in there, too. But apparently there is another way.

Earl Goddard of Palo Alto has been cruising the coast of California for 5 years in his 30-ft *Hanalei*, and seems to have worked out an intelligent alternative to our hasty logistics. Earl's plan is all-encompassing, including everything from getting crew, settling expenses, developing a firm itinerary, and provisioning the boat. We thought many of you folks would enjoy the highlights of his system.

First on Earl's agenda is getting crew, something he feels is not always easy to do. In the past he's relied on junior and senior members of his yacht club, former crew, and friends of former crew. It seems to have worked satisfactorily, and he continues to draw on that base.

Perhaps one of the reasons it works so well is that Earl feels its important that each potential crewmember know exactly what he's getting into. To lay all his cards on the table, Earl sends each crew candidate a composite description of similar past cruises. What follows here is the one he sent to potential crewmembers for his trip south this summer; it's long and detailed, but by being so eliminates potential misunderstandings. Here is the composite:

Summer Coastal Cruise 1980

The cruise down the coast last year was the longest I've made in the five years that I have been sailing down and back up the coast. We sailed out the Golden Gate in mid June and returned to the bay in early August. Our itinerary included Half Moon Bay, Santa Cruz, Monterey, Stillwater Cove, San Simeon, Morro Bay, Port San Luis, Cojo Cove, Santa Barbara, Santa Cruz Island, Shelter Point Cove in Los Angeles Harbor, Catalina Island, Santa Barbara Island, and back up the coast revisiting many of the same spots visited on the way down.

The boat was hauled out at Shelter Point Yachting Services in Shelter Point Cove for her annual overhaul. This is the plan for this year's cruise also. While at Shelter Point Cove a day was taken off for a trip to Disneyland. The Channel Islands and Catalina offer many interesting activities not found at the clubs and harbors we visit. Most of our sailing is done during the daylight hours, however there are several runs that necessitate 16-20 hours which means that we leave port during darkness or arrive at our destination after sundown. One overnight run was made from San Simeon to Monterey. During this season of the year fog is an assured thing and to make the task of navigation easier and more certain an autopilot and a Loran C receiver are used. Occasionally we are fortunate to have other boats cruising in the same direction we are going which helps in keeping a good lookout for other craft and things in the water.

My crews have been composed of sailing Juniors and Yacht Club members who are able to get away during the summer. Getting a good crew is not easy. Good people are in demand everywhere. This is true of young and old. The youngsters may be able to be gone for 1 or 2 months one year and the next year they have grown into full time summer jobs which preclude their taking off more than a few weeks at the most. This is something most of us have been faced with all along and is part of our lives today.

Figure 1

COASTAL CRUISE SCHEDULE 1980

DATE		DEPART	DESTINATION	N.MI.	HRS
JUNE 23	Mon	SEQUOIA YC	SAUSALITO YC	30	6
JUNE 24	Tue	SAUSALITO YC	HALF MOON BAY	40	8
JUNE 25	Wed	HALF MOON BAY	SANTA CRUZ	59	10
JUNE 26	Thu	SANTA CRUZ	MONTEREY YC	27	6
JUNE 27	Fri	MONTEREY YC	STILLWATER YC	15	4
JUNE 28	Sat	STILLWATER YC	SAN SIMEON	82	14
JUNE 29	Sun	SAN SIMEON	MORRO BAY YC	31	6
JUNE 30	Mon	MORRO BAY YC	PORT SAN LUIS	20	4
JULY 1	Tue	PORT SAN LUIS	COJO COVE	59	11
JULY 2	Wed	POINT CONCEPTION	SANTA BARBARA YC	45	8
JULY 3	Thu	SANTA BARBARA YC, R & R, LAUNDRY, ETC,			
JULY 4	Fri	SANTA BARBARA YC, NAUTICA SEMANA, HOLIDAY			
JULY 5	Sat	SANTA BARBARA YC, NAUTICA SEMANA, RACES			
JULY 6	Sun	SANTA BARBARA YC	PELICAN BAY	27	5
JULY 7	Mon	PELICAN BAY	POTATOE HARBOR	8	2
JULY 8	Tue	POTATOE HARBOR	WILLOWS ANCHORAGE	18	4
JULY 9	Wed	WILLOWS ANCHORAGE	SMUGGLER'S COVE	11	4
JULY 10	Thu	SMUGGLER'S COVE	PARADISE COVE	41	8
JULY 11	Fri	PARADISE COVE	CATALINA HARBOR	42	8
JULY 12	Sat	CATALINA HARBOR	ISTHMUS COVE	17	5
JULY 13	Sun	ISTHMUS COVE	SHELTER POINT YARD	23	5
JULY 14	Mon	SHELTER POINT YARD, HAUL OUT			
JULY 15	Tue	SHELTER POINT YARD, R & R VISIT DISNEY LAND			
JULY 16	Wed	SHELTER POINT YARD, BACK IN THE WATER, TUNE UP			
JULY 17	Thu	SHELTER POINT YARD	ISTHMUS COVE	23	5
JULY 18	Fri	ISTHMUS COVE, SNORKLE & CRUISE DU JOUR			
JULY 19	Sat	ISTHMUS COVE	SMUGGLER'S COVE	65	13
JULY 20	Sun	SMUGGLER'S COVE	SCORPION ANCHORAGE	10	3
JULY 21	Mon	SCORPION ANCHORAGE	PRISONER'S HARBOR	16	6
JULY 22	Tue	PRISONER'S HARBOR	PAINTED CAVE, ST BARB	10+27	3+5
JULY 23	Wed	SANTA BARBARA YC, R & R, LAUNDRY, PROVISIONS, ETC,			
JULY 24	Thu	SANTA BARBARA YC, R & R			
JULY 25	Fri	SANTA BARBARA YC	COJO COVE	45	9
JULY 26	Sat	POINT CONCEPTION	MORO BAY YC	78	16
JULY 27	Sun	MORO BAY YC, R & R, SURFING, SIGHTSEEING			
JULY 28	Mon	MORO BAY YC	SAN SIMEON	31	7
JULY 29	Tue	SAN SIMEON	PFEIFFER POINT	61	12
JULY 30	Wed	PFEIFFER POINT	MONTEREY YC	36	8
JULY 31	Thu	MONTEREY YC, R & R, LAUNDRY, PROVISIONS, ETC,			
AUG 1	Fri	MONTEREY YC	SANTA CRUZ	29	7
AUG 2	Sat	SANTA CRUZ	HALF MOON BAY	54	12
AUG 3	Sun	HALF MOON BAY	TREASURE ISLAND	43	9
AUG 4	Mon	TREASURE ISLAND	SEQUOIA YC	25	5

Figure 2

CRUISE BUDGET ESTIMATE 1980

Docking fees	22 overnights at $6.00	$ 132.00
Food		
Dry Stores		50.00
Canned goods		80.00
Fresh foods		
Milk	40 Qts at $0.50	20.00
Ice	43 days at 1.50	64.50
Bread	43 days at 1.00	43.00
Fruit	43 days at 1.50	64.50
Vegetables	43 days at 1.50	64.50
Meals Ashore	10x3 at $ 9.00	270.00
	3x5 at 10.00	150.00
Presentos	6 at $10.00	60.00
Diesel Fuel	40 Gals at $1.25	50.00
Kerosene	2 Gals at $5.00	10.00
Stove Alcohol	2 gals at $6.50	13.00
Gasoline	10 gals at $1.50	15.00
Contingencies		250.00

What are the qualifications for a crewman on such a cruise? On a small boat, although her 30-ft and 5-plus tons seem pretty big most of the time, *Hanalei* is still a small boat. Each crewman must ultimately be able to handle just about every task required to take care of himself, the ship and his shipmates. This includes serving as helmsman, sail and sheet handler, swabie, teak oiler, cook, dinghy taxi, shopper, anchor watch, mechanic, knot tier, and the many other things that go on onboard a small boat, at sea, at anchor, and tied up to a dock. The elements of fundamental navigation are also important things that are learned best by doing. At times it's not easy but the rewards are great.

How much will it cost? Each crewman is expected to take care of his own personal expenses. In the past, each person has contributed a nominal sum per day toward the general food budget. This has done a fairly good job of feeding us. We go ashore to a club or restaurant once or twice a week and that just about doubles the food cost per week. Tickets for Disneyland, the Santa Cruz Boardwalk, Marine World, etc. are taken care of by each individual. There isn't anything to spend money for on the Channel Islands. Swimming, snorkling, rowing, fishing, exploring, etc. are all fun and there for the doing. Major boat expenses come under the Skipper's budget. Clothing requirements are simple. A good pair of deck shoes is a must. Float coats, life jackets and harnesses are onboard. Equipment fitted to the individual is recommended if you have your own.

An exact departure date has not been set, but it will be sometime around mid to late June with the return around the first to middle of August. Individuals interested in signing on may contact me at XXX-XXXX to see if their schedules can be fit into the cruise. Preference will be given to past crewmen and those who will be able to remain with the cruise the longest time. The length of the cruise and itinerary must of necessity be flexible to a degree. It has always been in the past and has worked well in spite of problems that are sometimes encountered along the way. SAFETY and a GOOD TIME are the key elements to a good cruise.

That sets it out pretty clear doesn't it. We'll bet our last dollar that many of the women who signed up for the Crew List we ran a few months back would have been delighted to receive such a prospectus.

But Earl doesn't leave crew selection at that. If a crew candidate hasn't sailed with him previously, he likes to take them on a one or two day cruise around the bay to see if a cruise is something they're genuinely interested in doing. During these shorter sails he can weed out crew candidates that wouldn't be a complement to the boat.

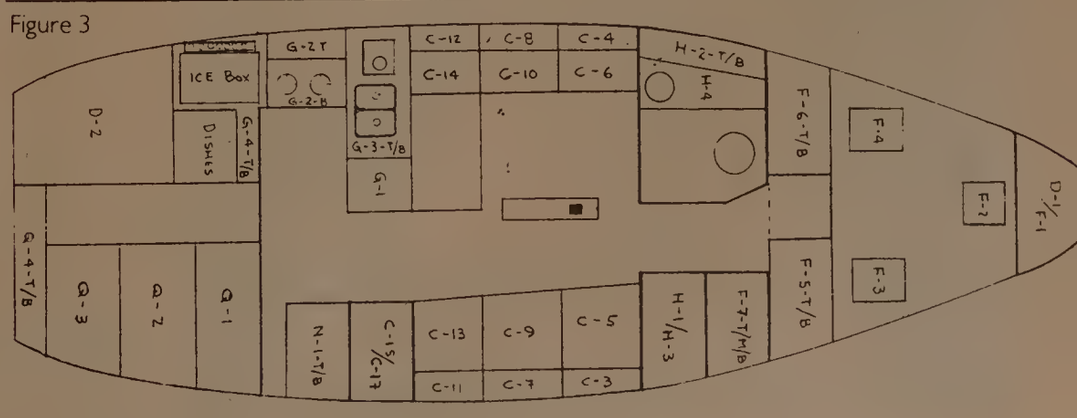
What does Earl look for in a crewmember? "Compatibility, congeniality, and a willingness to pitch in and help whatever needs doing." The things he doesn't like to see in a candidate are "unique likes and dislikes", which over the years he's found to be a source of problems.

After the crew for the trip has been tentatively selected Earl creates a schedule, accepting feedback from the most likely crew candidates. He realizes that you have to allow for contingencies, but the tentative schedule is precise, and including not only the miles between stops, but the hours anticipated to make the passages. See Figure 1.

Mr. Goddard notes that he's tried to manipulate the schedule to coincide with events that will be taking place at other yacht clubs. For example he's scheduled Wednesday stops in Monterey both going down and coming back up the coast. The reason is that they have fun races there each Wednesday evening followed by a BBQ. Similarly he's scheduled a stop in Santa Barbara over July 4th where the Santa Barbara YC rolls out the red carpet for Semana Nautica. In the past his crewmembers have been able to get rides on visiting racing boats, and that's a nice bonus.

One of the benefits of a tight schedule, Earl's discovered, is that it allows you to make a pretty accurate estimate of the ex-

Figure 3



Hanalei's storage areas coded for the Logistics Book.

LOGISTICS

	G4B	
HORN CARTRIDGE	G4B	
OHOL STOVE FUEL	G4T	YELLOW TRAY
JMINIUM FOIL	C13	
EROL PVC/RUBBER CLEANER	F6T	
PLESAUCE	G4B	
LUA FRESH	F5T	TRAY #3
RTICHOKE HEARTS	G3T	TRAY #2
AKING SODA	C5	
ASTARD FILES 10 INCH	C14	
ATTERY JUMPER CABLES	F5T	
BEAN DIP	F6T	
BEAN SPROUTS	F6T	
BEANS CUT GREEN	F5T	
BEANS CUT WAX	F5T	
BEANS NAVY	F5T	
BEANS RANCH STYLE	F6T	
BEANS REFRIED	F5B	
BEEF STEW	F6T	
BEEF STEW	G3B	BLUE TRAY
BLEACH LAUNDRY	C13	
BOLTS/NUTS BRONZE 1/4"		SPICE RACK
BOLTS/NUTS SS 1/4"	G4T	TRAY #3
BOUQUET GARNI	G3T	TRAY #2
BOWLS SOUP/CEREAL	G3T	TRAY #1
BREAD CRUMBS SEASONED	C5	TRAY #2
BROWN SUGAR	C5	TRAY #2
BUFFING MITTEN FOR DISK	C5	TRAY #1
C CLAMP 1"	C5	BLUE TRAY
C CLAMP 2"	C13	BLUE TRAY
C CLAMP 4"	C13	TRAY #3
CABLE CLAMPS	G3T	TRAY #2
CABLE TIES	C5	WHITE BOX
CAKE MIXES	C6	TRAY #3
CALIPERS	G3T	TRAY #1
CALKING COMPOUND	G3T	
CANDY SALTWATER TAFFY	F6B	
CELERY SALT	F5T	TRAY #1
CHARCOAL BRIQUETS	G3T	
CHILI AND BEANS	G4T	
CHILI POWDER	F6T	
CHOCOLATE INSTANT HOT	F6T	
CHUN KING BEEF CHOWMEIN	F6T	
CHUN KING CHICKEN CHOWMEIN NOODLES	F6T	
CHUN KING CHOWMEIN NOODLES	F6T	
CHUN KING SWEET & SOUR	F5B	
CILI CON CARNE	F6T	
CLAM CHOWDER	G4B	
CLEANING MITTEN	G4T	
CLOTHES PINS		CABIN BOOKRACK
COAST PILOT	G3T	
COFFEE DECAFFEINATED		

A typical page from the Logistics Book.

penses for each crewmember as well as the skipper. Earl's budget for this year is printed in Figure 2, although we've got to wonder if he might be a little low on his estimated docking fees — its getting pretty steep down south.

How does he and his crew, some of them new, keep track of all the food and gear that's been brought on the boat. Over the year's Earl has refined a Logistics Book for the boat, kept in a 3-ring binder. In that binder is a guide to the boats storage areas, all labeled by code (i.e. odd numbered areas on port side, etc.) See Figure 3.

Also in the Logistics Book are separate sections for major categories: Food/Galley; Hull/Fuels; Rigging/Sails; Navigation, Equipment and Instructions; and so forth. Some of the bigger categories are broken down into sub-categories.

As you might expect, everything already aboard or that goes onto the boat is logged in the Logistics Book and cross-indexed with its location. That way everyone knows exactly what's on the boat and where it is; it's both convenient and helpful in case of an emergency.

Our middle name is Disorder, and we're inclined to think that such a system is unworkable. Who, for example, will both crossing off a can of beefstew from the galley list and onto the shopping list while preparing dinner in a nasty seaway? Here's what Earl has to say:

"From a practical standpoint any logistics system such as this must be applied with a large grain of salt when used on a small boat. The general idea should be be accepted by all onboard and a reasonable effort made to stow things and use the system accordingly. I have found more than a little resistance in getting involved with the bookwork, afterall we have all come to go sailing and have fun, not to go back to school."

Despite the resistance Earl has kept at it and kept his crews at it over the years. In the long run he's found it's become a real aid in making the cruise more enjoyable. In particular he found its saved plenty of time, money, and frustration when faced with an what would have been an annoying problem or moderate emergency.

We realize that Mr. Goddard's system might be a little too structured, but believe most sailors can benefit from implementing a modified version of it. We know we sure as hell can!

earl g. goddard
& latitude 38

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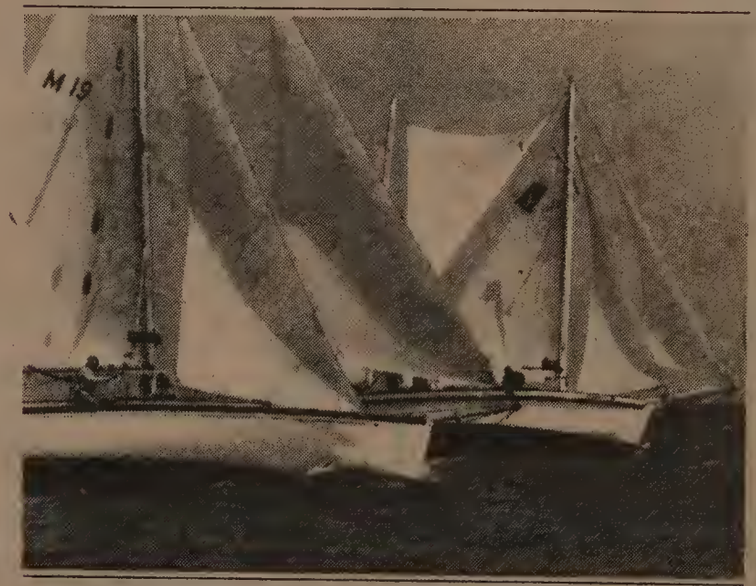
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MASTER MARINERS REGATTA

A spectacular fleet of 122 schooners, yawls, ketches, sloops, cutters, pinkies, brigantines and who knows what else showed up off the City Front on May 24th to do battle in the annual Master Mariner's Regatta. The crafts ranged in size from the dainty 22-ft *Rejina* to the massive 67-ft *Shearwater*. The crews, in some cases numbering in the dozens, were decked out in everything from white boaters with blue blazers to jeans and t-shirts complete with Errol Flynn-type kerchiefs tied around their heads.

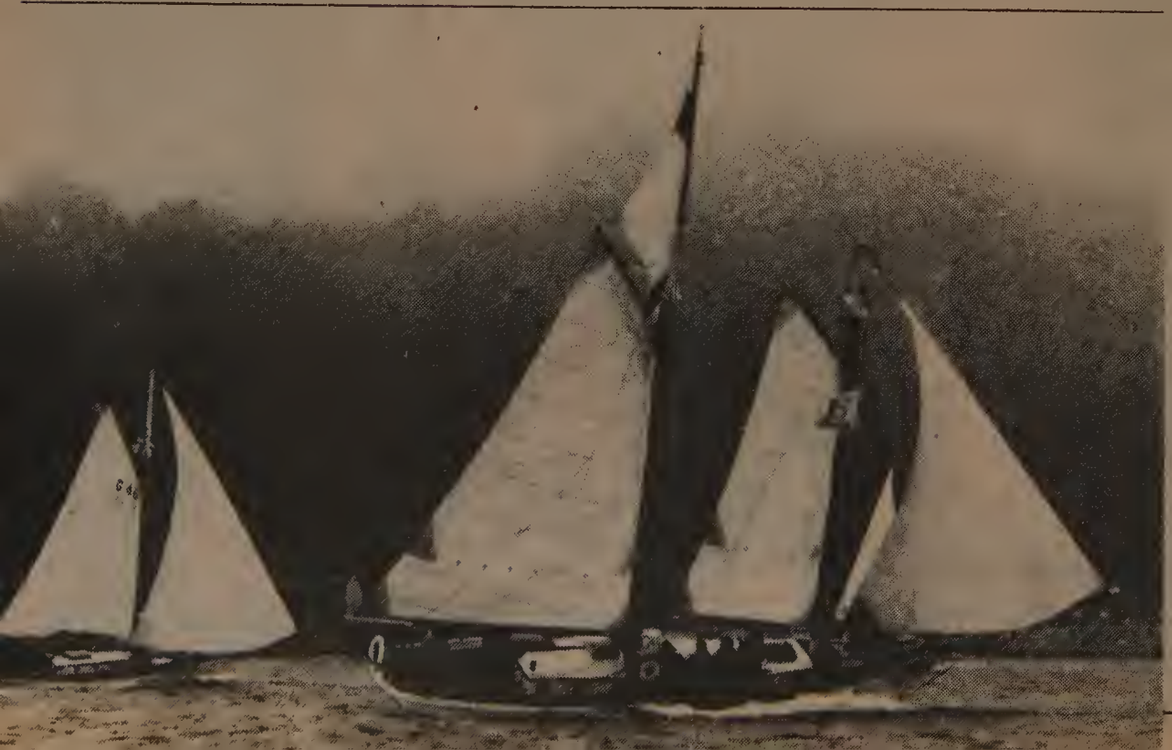
The bay even served up some classic weather for the occasion: a twilight zone of thick fog in the middle of the bay driven by 20 to 30 knots of wind, with partial clearing on the perimeters. The foghorns on the bridge boomed out their steady rhythm — yyyooonnnkkk, bbeeyyyoooonnnnnnkk-

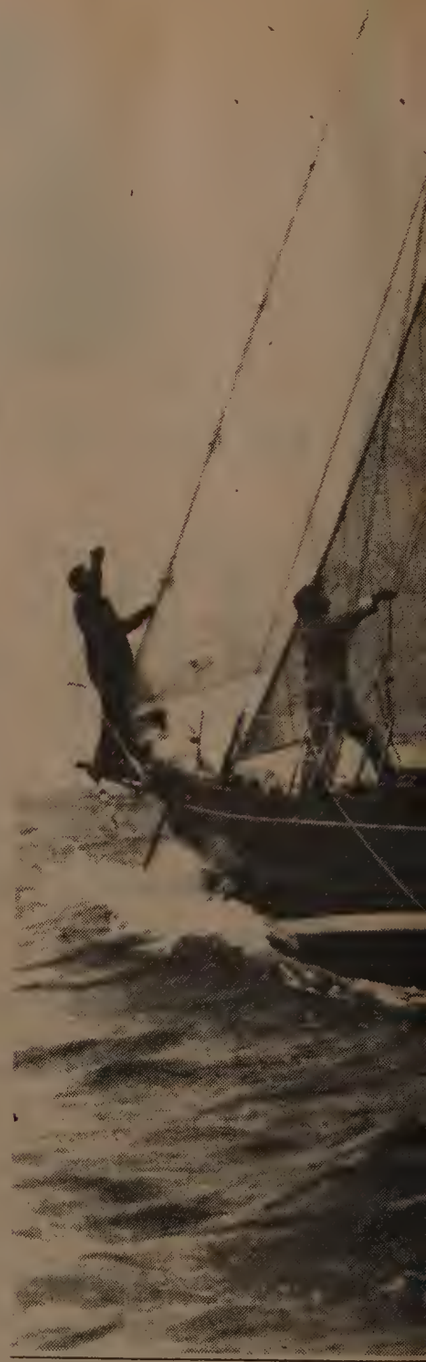


kkkkk — while the ghosts of past Master Mariners surely rose from the depths to have a look-see. They were treated to the sight of broken spars, split sails, and the looming apparitions of endless classic sailing vessels, slipping in and out of the mist like props in a Jack London sea adventure.

The Master Mariners Regatta utilizes a reverse order staggered start — which translates to mean that the smaller, slower boats start first, and the larger, faster boats start later depending on their handicap. Everyone should then cross the finish line just about the same time — at least in theory. The first had started and were on the course an hour before the larger boats had commenced racing and pursuit.

Such was the case with us on Bill Vaughn's 54-ft yawl, *Evening Star*; by the time we approached the starting area from the boat's





berth in Oakland, many smaller vessels were already well into the second leg of the course. Adding to the three-ring circus atmosphere of the starting proceedings were the fleets of Cal 20's and J-24's — the latter identified as 'old workboats' on the Channel 5 Evening News — threading their way through the jockeying MM'ers. For frosting on the cake of starting line



confusion, finishers of the Waterhouse ocean race would intermittently rumble though under spinnaker, each providing a dramatic comparison of the development of pleasure yachts.

The 122 entries were divided into 9 different divisions: 4 divisions of marconi rigs; 3 divisions of gaff rigs; and 2 divisions of retired ocean racers. *Evening Star*, a retired ocean racer, was in the second to last group to start. Before our gun we did the obligatory testing of the wind by raising and lowering various headsails in order to get just the right combination. The Master Mariners is a 'fun' race, which may be a contradiction in terms on the order of preppy sex. Nonetheless, *Evening Star's* crew had been practicing three months for this moment and ex-



pected to do well.

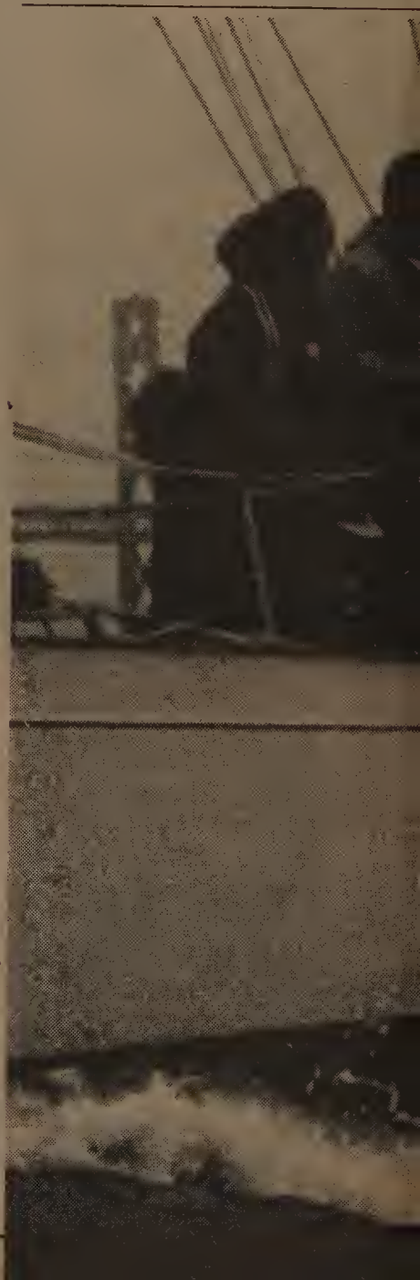
With the larger vessels *Dauntless*, *Xanadu*, and *Orion* to weather, we struck out for Little Harding at the sound of the starting gun. Halfway through the thick fog belt we dimly perceived a long black freighter, whose radar observer must have been apoleptic with all the activity on his screen. Taking her transom, we rounded Little Harding substantially behind our competitors.

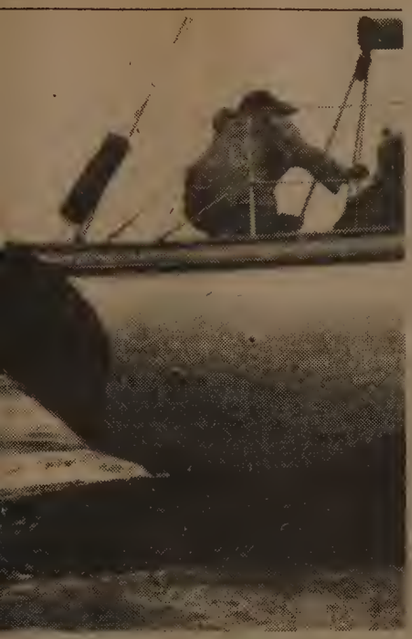
We were still experimenting with sail combinations when the staysail jib made the selection a little easier. One big rrrriiiiippppppp, followed by a flap, flap, flap told the whole story. The foredeck crew quickly doused the remains and replaced it with a newer, stronger offering.

Emerging once again from the fog to round Crissy, we headed down for Blossom Rock chas-



DIANE BEESTON





ing every boat in our division. Time for the chute; it was hoisted aloft tightly wrapped in rubber bands to prevent it from filling prematurely. Unfortunately it had gone up inside the forestay and created a large mess when it finally filled. "Get that damn thing down!!!" shouted Skipper Vaughn, the individual most responsible for the resurgence of the regatta.

Not to panic — there was still the mizzen staysail that could be hoisted to good advantage on this point of sail. The triangular black kite quickly became an unruly bitch, two-blocking one of the crew's hands and filling before getting completely hoisted. Stung by a particularly nasty puff, the mizzen mast suddenly cracked like a dry piece of kindling. All eyes focused aloft to see the top six feet of spar hanging free. We had become a cutter! Someone wondered aloud if we would now receive a more favorable handicap.



Elsewhere on the



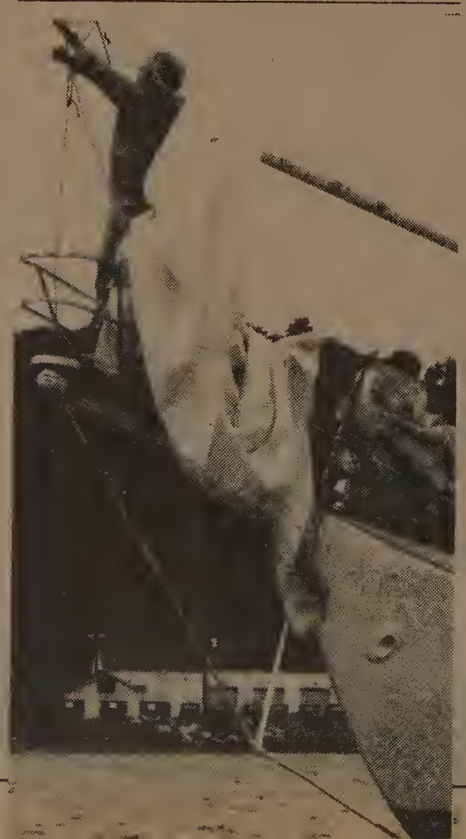


DIANE BEESTON

course other mishaps were unfolding. Bill William's 58-ft schooner *Charmian* lost a shroud and split a spreader, not to mention one of the crew separating a shoulder. Luckily William's son is a Paramedic and another of the large crew a nurse; both ailing crew and boat were patched back together again to continue the hunt.

But the regatta was far more than an afternoon of accidents and misfortunes on the bay. At least a thousand sailors were having the time of their lives weaving back and forth across the foggy bay as part of an incredible sailing spectacle. And there was bravado on display everywhere; brave young men galloping to the masthead, fearless women gathering sail on a sopping foredeck, and skippers courageously tacking onto starboard in the face of a flotilla of port tackers.

Exciting to view and surely more fun to be a part of were the numerous boat-for-boat duels that went on for miles. The lovely schooners *Coaster* and *Quissett* battled tooth and nail for almost the entire course, as did the sleek retired ocean racers *Xanadu* and *Santana*. Dick Willams didn't hoist a chute on his 61-ft schooner *Dauntless* for the first run down to Blossom, but the former racer made darn sure he didn't give *Santana*, just to leeward of him, any clear air to fill his chute. *Santana* couldn't break free to leeward and finally wrapped their chute in the disturbed air. It was terrific fun to watch, and several boats had complete film crews aboard to record the event for posterity.



However with so many boats, crew, and so much fog and wind, there had to be more trouble brewing. It happened when *Brigadoon*, Terry Klaus' 50-ft schooner, and *Suds*, Suzanna Abbott's 34-ft cutter, crossed tacks on their way to the Crissy mark for the last time. *Suds*, on port, didn't realize she wouldn't be able to take *Brigadoon's* bow until it was too late. Abbott and her all-woman crew tried to fall off, but didn't make it, nailing the schooner in the caprail and parting a 3/8 inch shroud cable. As if that weren't enough, the masts on the two boats locked and they began to reel in circles. The smaller *Suds* was over on her beam ends and started taking water in the cockpit as the horrified spectators watched from the St. Francis. Two of *Brigadoon's* crew,



Myoshi and Robby Fouts, climbed the mast and cut away a yard, easing the pressure.

But they still weren't



free, held together by wire rigging and drifting in slow circles down the City Front like a pair of punch drunk prizefighters. About this time we began boiling down on them on *Evening Star*, raising a 9 knot stern wave under spinnaker. Hearts began to pound as the bowman couldn't trip the spinnaker guy from the pole. In desparation the entire guy was released and 150 feet of thick line whipped itself free and disappeared. But at least the chute was down and we passed *Suds and Brigadoon* without hitting them once.

Eventually the two boats broke loose, and aside from minor cuts there were no injuries to crew. The boats didn't fare as well.

The 60-ft yawl *Adios* clipped the spreader of a J-24 and Pamela Rogers' 25-ft gaffer, *Rene-*

gade, was rammed by an as yet unknown larger entry to wrap up the afternoon's carnage.

For all the apparent mayhem, for the vast majority involved it was a terrific afternoon of excitement, adventure, and pageantry not soon to be forgotten.

The Encinal YC on the Oakland Estuary hosted the post race bash. Some crews returned their boats to





MARCONI I
1. Vim, *Gary Rice, San Francisco*
2. Suzi Q, *William Hansen, Berkeley*
3. Charmian, *Bill Williams, Rohnert Park*

MARCONI II
1. Aeolus, *William Rickman, Fair Oaks*
2. Araminta, *Kermit Parker, San Rafael*
3. Runa IV, *Peter Pike, Ross*

MARCONI III
1. Dolphin, *Jim Leech, Mill Valley*
2. Eclipse, *Richard & Milly Biller*
3. Mahalo, *Ronald von Wedel, Belvedere*

MARCONI IV
1. Vim, *Stephen Gann, Carmel*
2. Wizard of Bristol, *Dennis Gilmore, Alameda*
3. Win King, *M. Teagarden, San Rafael*

GAFF I
1. Coaster, *Stephen Royce, Santa Cruz*
2. Quissette, *Dan & Sue Davies, Sausalito*
3. Apache, *Todd Morcott, Palo Alto*

GAFF II
1. Bimi, *Basil Bnauth, Belvedere*
2. Orn, *Lance Schoenberger, Mill Valley*
3. Freda, *Hal & Ross Sommer, Sausalito*

GAFF III
1. Adelaide, *Rick Cogswell, Sausalito*
2. Paddy West, *Mike Proudfoot, Brentwood*
3. Poppy, *D. Carter, Alameda*

FINAL



home berths and drove to the club, but many rafted up right in front for the dinner, awards presentation, and dancing. Endless accounts of the day's derring-do filled the air as 500 sailors drank, ate, and boogied their way through the evening.

Some familiar faces came forward to accept awards during the trophy presentation. Tom and Ted Eden won both elapsed and corrected time honors in the Ocean Racing One category. It was their seventh divisional title in Humphry Bogart's old *Santana*. Dan and Sue Davies' *Quissette* placed second overall in the Gaff One division, but still managed to win the best elapsed time for gaffs. Fastest time for a marconi rig went to Gary Rice and his sleek 30 Square Meter, *Vim*.

Bob Sloan's glorious *Spike Africa* crossed the line as the apparent winner of Gaff One, but then fell to a protest by



Coaster for having gone around a wrong mark on the first leg.

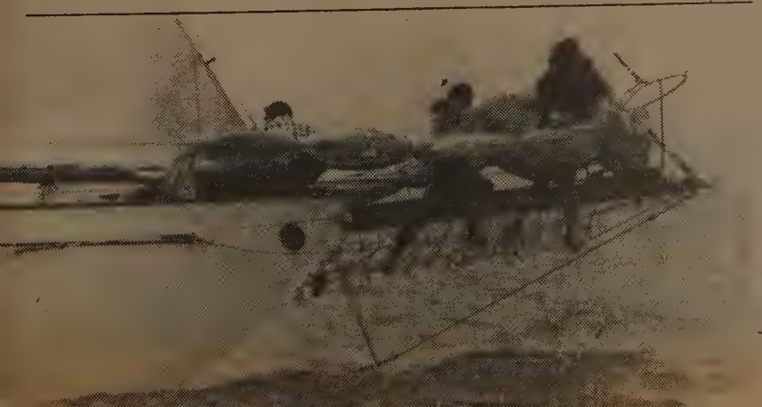
A fair amount of the talk at the bar centered on the harrowing ex-

OCEAN RACERS I

1. Santana, *Ted & Tom Eden, San Francisco*
2. Xanadu, *Frank Baker & D. Mills, Sausalito*
3. Shearwater, *Thomas Donnelly, Newport Beach*

OCEAN RACER II

1. Rowena, *Barry Stephens, Alturas*
2. Puffin, *Paul Major, Oakland*
3. Chorus, *Peter & Kathleen English, San Rafael*



BEST ELAPSED TIMES

William Ritter Trophy
Gaff — Quissett, *Dan & Sue Davies: 3:355:28*

Johnson & Joseph Trophy
Marconi — Vim, *Gary Rice: 2:34:06*

Baruna Trophy
Ocean Racing I — Santana, Tom & Ted Eden: 2:42:44

Long Distance Trophy (for boats travelling the furthest to compete): Shearwater, *Newport Beach*

RESULTS



MARK BURHENNE

periences of the afternoon and some suggested that the Master Mariners had grown too big for its present format — particularly with the large number of relatively inexperienced racers involved. Several of the organizers weighed the possibility of seeding the fleet, similar to what done at the Bay to Breakers foot race. In such a situation the most qualified entrants would start first while the rest of the pack would take a more leisurely route.

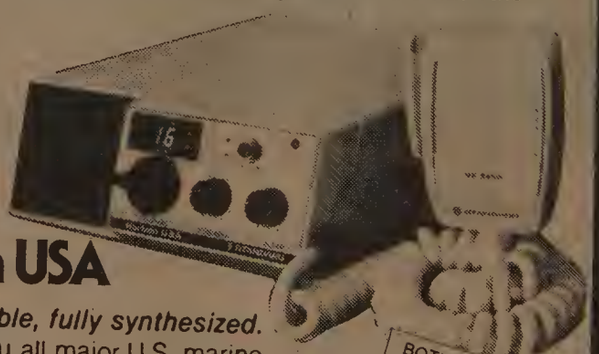
Whatever the decision, you can be confident next year's race will be like this one — bigger than ever.

— latitude 38 *svc*

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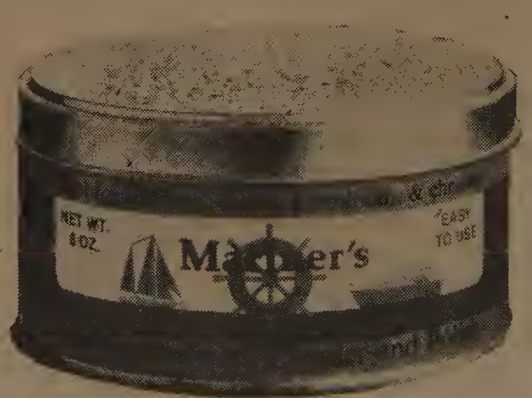
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HANDICAPPED SAILING

The 45-knot gust screamed down at us through Sausalito's Hurricane Gulch. The helmsman let out a wild yell and leaned into his restraining harness as *Dark Passage*, heeling to the challenge, dipped her rail and cycled several bathtubs of San Francisco brine over me where I lay, belly down in the lee gutter, attempting to keep my Nikon dry and simultaneously frame the man at the wheel. Nothing special. Just a typical summer afternoon on the bay — typical except that the helmsman, Richard Olcese, has been paralyzed from just below his shoulders ever since that sunny afternoon fourteen years ago when he drove his motorcycle into a Corte Madera oak tree.

Olcese is the first severely disabled person I have ever been privileged to call my friend. There are more now, and the privilege is entirely mine. Like most people I know, I had always stiffened at the sight of a wheelchair, slightly averted my eyes as the flash of pity and guilt reflexed through my brain, and then set my feet resolutely ahead. Not me. Not even by the grace of God could I ever end up in that awful chair. Mortality is for other people. Think of something else.

I am mostly free of those disabling emotions now, and the relief is immense. I have met so many people like Richard, whose courage, good humor, and complete lack of self-pity demanded finer responses of me. I met them through the medium of sailing where none of us ever had the time to stammer or shuffle our wheels while the shock of confrontation wore off — there was always too much to do, and too quickly. The bay takes care of that.

It all began two years ago when my wife, Jeannine, and I and a few friends dreamed up a whole smorgasbord of outlandish proposals for using Fort Baker, that gem of a harbor just inside the Golden Gate Bridge that has recenty become part of the Golden Gate National Recreation Area, although still controlled by the Army. A Park of the Ocean was what we dreamed, a place where people who live along this coast could shake hands with the whole Pacific Basin, and learn something about those who float upon its waters, swim beneath them, or inhabit its islands. We envisioned a harbor of refuge for cruising vessels, a conference center for oceanographic and ecological concerns, a commercial fisherman's institute where the latest technology of harvesting and husbanding could be taught. We pictured a boat yard devoted to preserving traditional marine craftsmanship and building experimental vessels. We devised a whole raft of programs for bringing people closer to the sea — sailing training for children, dinghy building for those who wanted access to the bay, a ham radio station to connect classrooms of kids with cruising boats all over the Pacific, and a program to teach sailing to handicapped people — there was nothing of its kind in the country then.

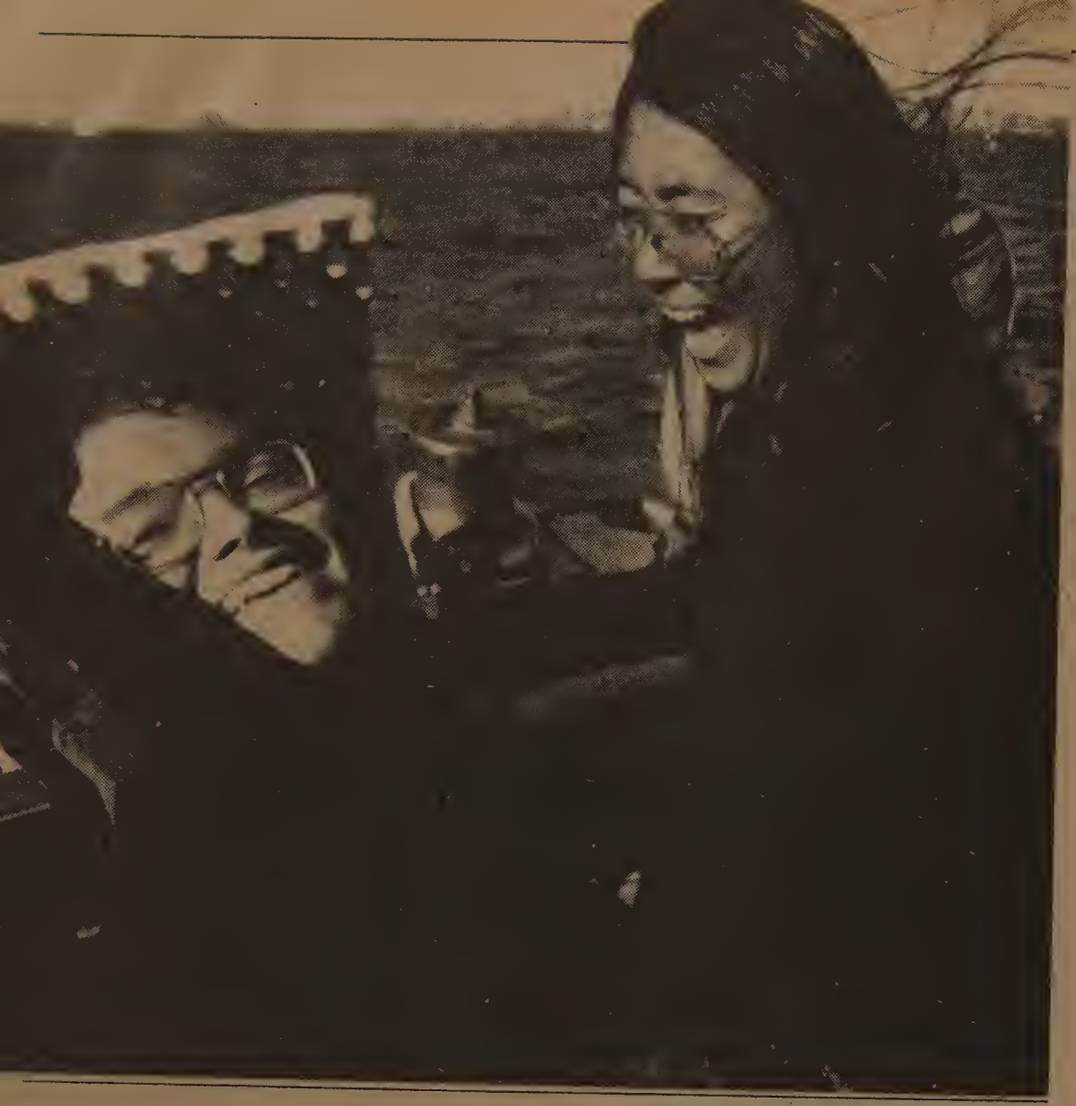
> "Like most people I know, I had always stiffened at the sight of a wheelchair."

The fate of Fort Baker seemed to hang in balance then, and a lot of people expressed interest in our proposals; two years later it still floats in limbo, but we decided to go ahead with some of our ideas anyhow. We formed a non-profit organization, Pacific Gateway Institute, and we wrote a bunch of fund proposals. As the rejections came back, we decided to pick one of the most interesting and challenging of the projects — disabled sailing — and see if we could get it started by ourselves — without any money at all.

I sailed out of Pelican Harbor, and I asked my friends on the dock to volunteer their boats to take disabled people out on the bay, not just for a charitable sail but to get them actively involved in learning the sport and managing a boat. I was surprised at the enthusiastic response. Meanwhile, Ann Barar, who taught sailing at the National Sailing School at Cowes, England, and who knows a lot about disabled sailing in Europe, got in touch with the Berkeley Outreach Recreation Program, an organization that promotes non-traditional recreation for handicapped people, The Marin Center for Independent Living, and the special athletics program of the College of Marin. A month later there were lift vans in the parking lot and twenty wheelchairs on the dock. I didn't know what to expect, how to handle the people, or what problems we might encounter. I looked around and I thought, "My God! What have

Left, quadraplegic Richard Olcese guides **Dark Passage** in 35 knot winds. Below, free from the confines of his chair, a disabled person has entered the world of water, wind and motion.





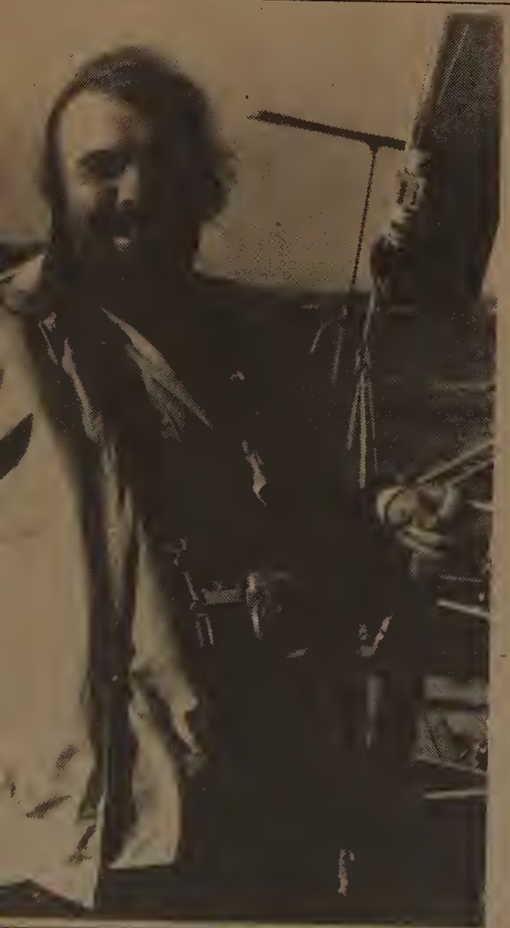
ALL PHOTOS BY MATT HERRON

mind with the same feisty joy that some of us bring to competitive sports. Richard Olcese found the program completely in tune with his adventurous lifestyle. He got right into it, learned about sailing, helped design special equipment for disabled sailors, and then graduated to being director of a $300,000 disabled sailing program recently initiated by the City of Oakland.

Our skippers were among the greatest beneficiaries. I know of no one who was not changed by the experience — enlightened, opened up in some unexpected way. It definitely added a new dimension to their sailing, and everyone seemed to want to do it again. But it was not only the able-bodied who met the disabled; handicapped people met each other, too, and occasionally romance bloomed. I shall never forget the sail that ended with skippers and guests hoisting more than a few at Flynn's Landing while a disabled but distinctly amorous couple groped each other in the darkness of the bar.

Below, Tony Landro, a handicapped trainee, during his first successful test of helmsmanship.

Above, a volunteer supports Mark Beckwith, a quadraplegic with multiple sclerosis.

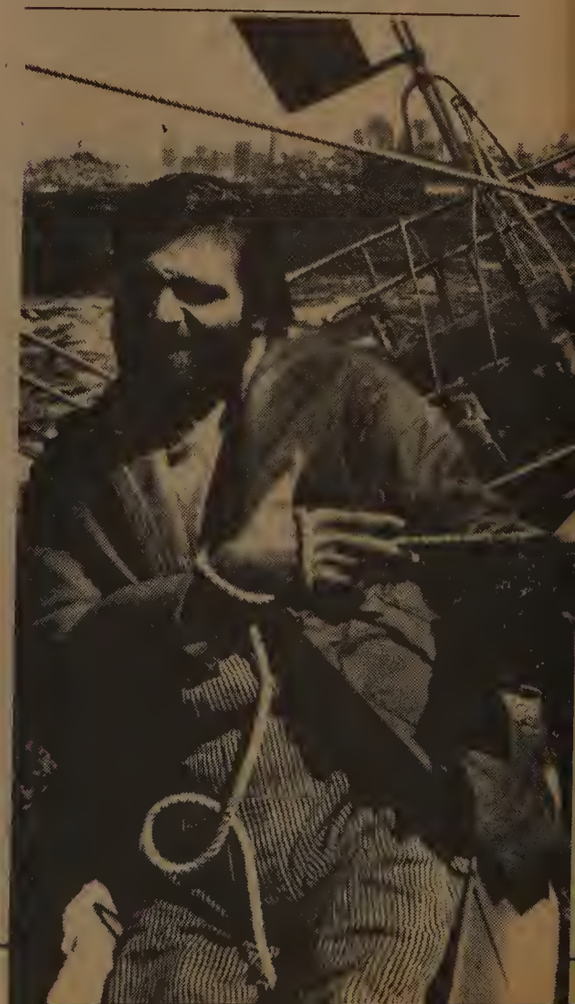


I gotten us into?"

Our first surprise was that there were virtually no problems. Disabled people take care of themselves, or they bring along friends and aides to help them. Our skippers were free to mind their boats and teach sailing. We did keep fairly busy, learning how to lift quadraplegics over life lines, pad derrieres that had no feeling but were sensitive to chafe, and lash sailors with no trunk control in upright positions. (Later we devised and built support seats to do that job better.)

Our second surprise was how much fun we all had. Each sail was a festive occasion with its own unexpected events. People whose freedom to move had always been restricted by wheelchairs, seemed to draw energy and release from moving freely on the bay. As a bonus, I met some wonderful characters:

George Barker, a multiple sclerosis victim in his fifties with limited movement and almost no speech, who tools around in his motorized wheel chair wearing a towering cowboy hat, and a wide, pixie's grin; Vernon Cox, paralyzed by polio since childhood, who exercises his incisive and wide-ranging



Naturally, we have a few plans for the future. The informal sails will continue on a monthly basis (the next one will be June 21st). While most of our boats so far have come from the Isle of St. Brendan Yacht Club, we hope to extend the activity to other yacht clubs, and eventually to integrate disabled sailors that we have trained into regular yacht club programs. We are working on a slide show, which we hope to offer (along with disabled speakers) to yacht clubs for evening programs. We would like eventually to move into a more formal instructional program, and to that end we are looking for a donor willing to give us a suitable vessel in exchange for a tax write-off. For fun and fund raising, we plan to sponsor several races on the bay as well as a marine equipment auction and swap-meet somewhere in the west bay. And as our experience grows, we will put together a handbook and maybe a videotape describing how to start disabled sailing programs; there is a growing interest around the country.



Ultimately, we believe there should be a center for disabled sailing in the bay, complete with special docks, boats, and lifts so that disabled people can sail their own boats and run their own programs without depending on the able-bodied. After that, who knows? Richard Olcese dreams of ocean crossings, even a single-handed voyage. As he told a reporter recently, "There are some things I know I'm not physically capable of doing, but maybe I can stretch the limits when I find them."

Anyone interested in sailing, helping out, or contributing to our program can write us in care of Pacific Gateway Institute, P.O. Box 1860, Sausalito, CA 94966, or call Matt Herron at (415) 332-7388.

— matt herron

Below and left — Richard Olcese designed this seat, which holds his trunk while allowing free use of his arms. The rope tied to the tiller supplies extra leverage.



URBANCZYK



It all began probably in paradise, when Adam and Eve tried to cheat God (apple was a subject of discussion). So the subject is pretty old one. But in recent times cheating, or rather Cheating, has become so common, that when I proposed cheating as a subject of my next contribution — *Latitude 38* found my proposition as "excellent" (no cheating!)

Obviously, I am not even trying to write about professional cheaters — like politicians, candidates, psychics, etc. My whole life would be too short to prepare just outline of such dissertation. So, false claim of North Pole discovery (James Cook), man cloning, and engines running on pure water will not be our subjects. We will leave Rosie and marathon competitions. We will stay away from interesting affair of sexy 1980 Miss World who gave up after 17 hours of her reign (old pictures were her trouble). Yes, we will focus our interest just on sailing.

Probably the world's biggest cheating, in sailing, was a strange and sad case of Donald Crowhurst. Crowhurst, not experienced sailor, got an idea to participate in tough competition like *Sunday Time*'s Round The World Singlehanded Race in 1968. His boat, *Teignmouth Electron*, as Crowhurst believed, could win the giant race, giving him fame, money, maybe even more.

Starting from England, non-stop via Cape Horn, Crohurst planned to maintain 200 miles per day. He was very sure to return in 130 days powderizing all competitors. Nice dreams! But hard reality of ocean were more prosaic: Crowhurst's boat made only about 50 miles per day; winds were, of course, contrary; hull had leakages; and, Crowhurst's psychical condition — let's say it was very far from excellent.

But Crowhurst was too ambitious, or maybe too weak, to say "sorry, I miscalculated." So he started to cheat — using two logbooks an official with false positions and unofficial — true. He sent false information about his progress. "New record of singlehanded races: Sunday 243 miles" announces mass media, confused by Crowhurst's broadcasting. And its author became a hero of races.

But it graduated from cheating about speed to cheating about oceans. After several months, Crowhurst sailor announced his triumphant return, but *Teignmouth Electron* had never left the Atlantic. False logbooks, false shots, false calculation, false messages. Soon boat started to drift and so did the sick brain of sad Crowhurst. July 10 1969 *Teignmouth Electron* was found, after eight months of sailing. Empty.

From the mess of the boat's papers, it was not too easy to find the truth. But soon were no doubts; Crowhurst, under the pressure of continuous lies and loneliness, committed suicide — probably jumping overboard. Terrible, tragic, sad story. Drama in real life or night-long nightmare. Conclusion: Before cheating, think twice.

In 1977, sailing to Japan, I read in Honolulu such advertisement:

> Titan of sailing is looking for position. Oceanic passages only. Expert in navigation, twice participated in OSTAR. Call xxx-xxxx.

Because of my interest in OSTAR I called Titan immediately. So far I know only three OSTAR finalists; Hehner from Germany, Baranwoski from Poland, and Wiedal from France. And they are superb sailors.

Next day I was sitting with Titan named Bryan, a nice looking guy in his thirties, drinking coffee on my boat. Despite fact I told him that I am sailing alone and not looking for crew, I invited him for social talk only, Bryan got fascinated about voyaging to Japan and proposed me his participation: "Hell Andrew, with lonely sailing, sailing together we shall be in Japan much faster and more safe. Let's go together."

I asked him about the name of the yacht on which he started in OSTAR. "Professional secret," answered Bryan. Then I was sure that I am talking with one of cheaters — all bars are full of them. But my guest opened his wallet and showed me fatigued clipping.

> "Others are also doing this. Titan of sailing will help you to make better place, maybe win the race. Absolutely discreet, experience and professionalism. Call . . .

A scoundrel was in my boat and he was sipping my coffee! First impulse was the

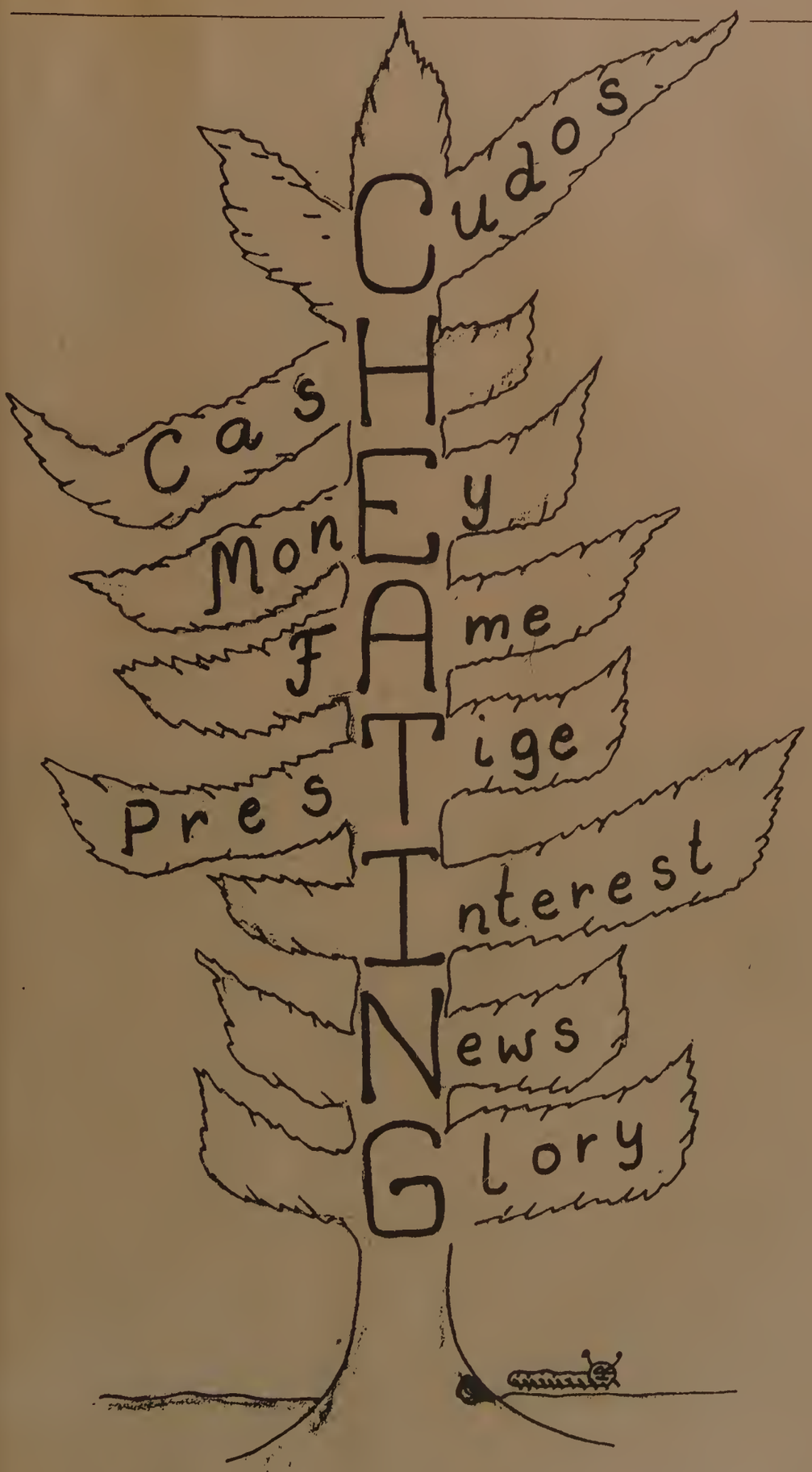


Fig 1. "CHEATING TREE"

make him airborne via hatch! But Bryan cooled me down saying, "No, it is nothing wrong to do such things, lots of people are doing this so it is nothing humiliating or wrong. Andy," he told me, "whole world is cheating and there is no solution for this situation."

As we see my noble guest was not only cheater, but also an amateur philosopher. "If success in OSTAR is giving my boat manufacture millions of dollars of order, certainly they will do something more than just pray for their sailor. Anyway, nobody can blame me, they should blame entered sailor who hire me, who is the real cheater! And it was simple to do, all I needed was American visa so, after quietly arriving in USA I was free from trouble . . ."

My heart was broken. Completely. And he had more reasons and strong points. In desperation I listened, serving him dinner almost to midnight. Leaving my boat Bryan said smiling, "Andrew, don't be stupid and never try to win in OSTAR, it is pure Utopia. You have all big money against you. You will spend all your savings and you will never have chances. If you make it to Japan on your small boat — and it will not be too easy — you shall have no problem to be hired by somebody as his partner in OSTAR or another singlehanded race. For fantastic boat! For big money! Good luck. . . ."

The rest of hot Hawaiian night I spent sleepless, twisting from side to side in my berth and repeating endlessly: "No, it can't be true . . ." 'Anyway, true or false, cheating — not necessarily so tragic like in Crowhurst cast — can be profitable and even can give kind of glory.

With such feelings I glanced over at a very nice book entitled *Alone Around the World*, by the first woman to sail singlehandedly around the world. Author Naomi James. Despite shocking news which heated my hearth in one of cold days during winter in Yokohama: "Krystyna Lickevitch as first woman circled the world singlehanded!" published by mass media all around the world. Despite the fact that Krystyna Liskiewicz finished her voyage two months before Naomi James, despite Slocum Society recognition, despite the truth — Naomi James book claimed her circumnavigation as first. Despite *Guiness Book of World Records* (they prove any record very careful and require 2 witnesses at least)! Despite facts! (Naomi blamed it on editor.)

OUT OF MY MIND

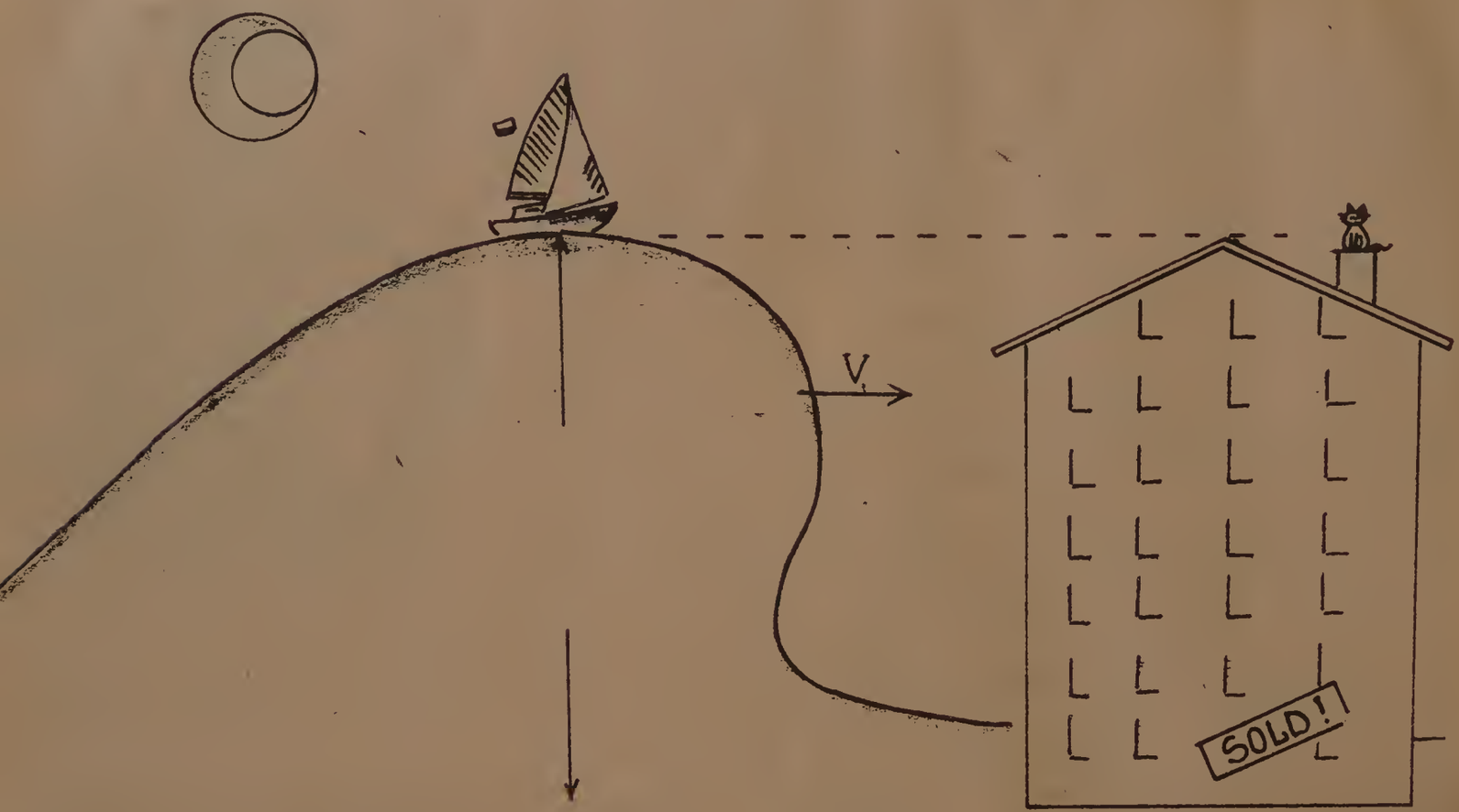


Fig 2. WAVES AS BIG AS HOUSES ...

Alone Around the World was sold out and damage was done! Now Liskiewicz is trying to publish her book *First Woman Around the World* in the States, and I — as somebody who had pleasure to know Liskiewicz and to sail with her — involved myself in this campagin. Our chances? Probably almost none. Job is done!

Last issue of *Sail* magazine served us another interesting story; Jerry Cartwright who on *Le First* won Jester Class (boats with an overlength 38') in last 1980 OSTAR has been disqualified! Breaking regulations, Cartwright asked Cuban fishing vessel for oil for his engine (I have scoffed many times that engine always brings trouble!) He said he need engine to produce battery power and to report via radio that he is OK, because his ARGOS satellite transmitter was out from work (sophisticated equipment always has general problems!). "In flush of victory," as *Sail* informed, Cartwright said he did not report his meeting and help from the ship. He did not, but Canadian officer working aboard Cuban vessel did.

(A propos! Talking about engines I always was curious why boats participating in long distance races carry heavy engines. If lightness means speed (as advertisements and physics inform) is it not better to leave tons of steel home and to sail faster for trophy? Note: above statement is not a suggestion that Cartwright used his engine for another reason as battery recharging.)

Probably Bryan was right! There is no fooling around when money and cudos is a subject of game. There are hundred stories like listed above. In prestigious OSTAR races, in Olympic games. Everywhere! Everywhere . . .

But sometimes people shock us with their uprightness and courage. Like the famous weight-lifter who after being named Olympic Games winner, resigned from gold medal. "My lift was not clean — I don't deserve it . . .

Arbiters did not see anything wrong. Thousands of spectators did not see anything wrong. But he knew!

Like the almost unknown sailor, Edward Allcard, who sailing around the world alone on his *Temptress* had a very special adventure. Returning to Europe on his last leg from Madeira, Allcard found, to his biggest surprise, a nice girl as stowaway! He had lots of ways to solve his problem but he said: "I did not sail around the world alone — I sailed last leg with crew."

The same Allcard reported in his boat *Single-handed Passage* to cheat or not to cheat! It is not a question. It is a problem! Last week TV "Scientific" program informed us about mysterious cities in the depths of oceans — headquarters of creatures from outer space, citing Heyerdahl — I checked the citation in *Kon-Tiki Expedition*, with the author autograph, and found this statement as a fake. Yes! Heyerdahl observed flashing

lights in depths but he said it was medusa lighting!

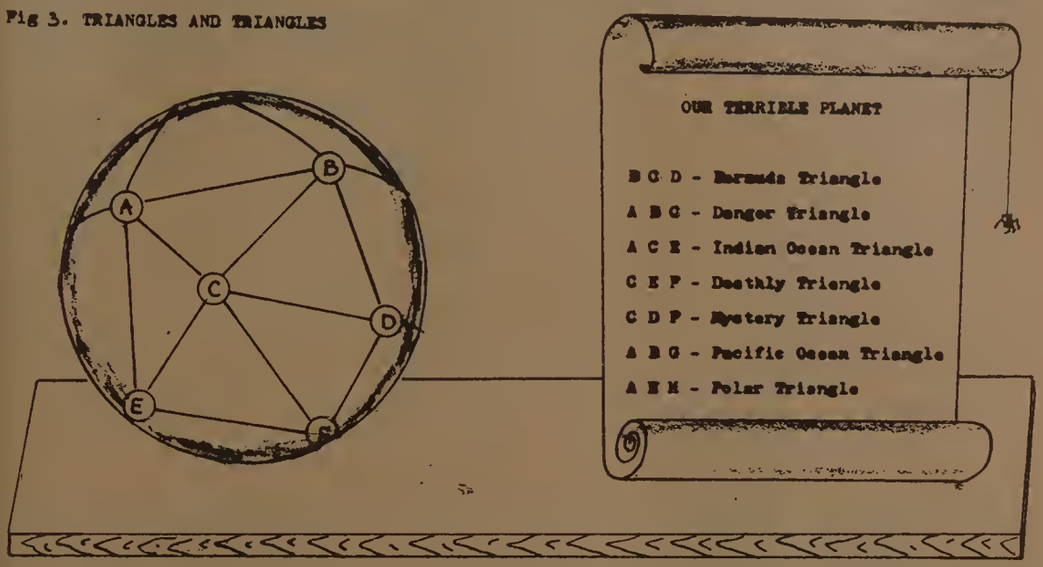
We are informed about unusual storms, about waves as big as houses (authors of such revelations must be for sure from rural areas); Indian Ocean Triangle (it looks that the whole globe is now divided on triangles only). Mysterious things have been observed on oceans since many started to cruise.

No dear Friends, I would like to emphasize that I absolutely believe and I do not mention as cheating: underwater UFOs (latest outerspace production line and latest headlines), flying sharks, attacking whales, time holes, 4th dimension collapse, all triangles (sum of angles about 180° if I remember from school), mysteriously broken rudders (Uri Geller at work?), fleets of Flying Dutchmen, sea serpents, even all those Saints Marching In over cumulonimbus clouds.

The problem, the problem Friends, is that all those things are happening too often. In such situation the worst idea is to close eyes and ears. If something is so common, it need attention and evaluation. Proposition no 1: Legalize cheating! Vote yes! (bumper stickers $9.99 post paid, available). If we were able to gain Freedom of Speech now it is time to make the next step. Matters are very serious. And this is not cheating!

— andrew urbanczyk

Fig 3. TRIANGLES AND TRIANGLES



FANTASIA 35

Bruce Bingham's fantastic Fantasia — the best accomodations & sailing characteristics in a 35' world cruising boat. Le Fiell mast, AIM rigging, DeWitt sails, Santa Fe's complete cruising package (including electronics) & $74,500 out the door — very hard to beat!







NEW!

OCEAN 40 is a luxury ocean-going cutter designed by J. Krogen. Performance sailing characteristics have been combined with a large aft cabin configuration while maintaining a comfortable cockpit. $84,500 incl. DeWitt sails, & extensive safety package.

BROKERAGE, FOR SAIL

9½' Dolphin Nesting Dinghy	$ 750
22' Sloop	6,500
23' MCGregor Cutter, custom	6,600 firm
24' Columbia Challangar	6,500 ★
24' Gladiator	6,900 ★
24' Bristol	10,600 ★
24' C&C Niegre — sherp	16,900
25' Hunter	9,750
25' Irwin	11,900 ★
27' Cal 2-27	24,500
27' Cetaline	offers
27' Sun Yecht, Perry-designed	24,400 ★
28' Columbia	16,900 ★
30' Bird Boat	9,500
30' Islander, clean	33,300 ★
30' Tartan	39,900 ★
30' Motorsailer (wood)	14,500
31' Bombay Pilothouse	49,500
32' Tahiti ketch (Dreadnought) f/g	47,500 ★
33' Ranger	59,500
35' Fantasia	69,000
37' Teyana, salty end last	78,000 ★
40' Columbia	52,000 ★
40' Challengar	92,500
42' 1693 F Stone slp., clean	22,500
43' Polaris	105,000
43' 30 Sq. Meter	16,500
45' Matthews Cutter	29,500 ★
47' Cheoy Lee Offshore, best on the coast	135,000 ★
48' S&S yawl, bluewtr. cruiser	90,000
51' Gander	75,000
60' Staysail Schooner	200,000

BROKERAGE, COMMITTEE BOATS

22' Bayliner, clean	13,500
23' Crosby Tug	offers
25' Chris Craft Sea Skills (2)	offers ★
30' Chris Craft, 1957 (beauty, classic)	9,900 ★
35' Fishing Trawler	12,000
42' Grand Banks Europa	211,000

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SAIL WEST



With the consistently strong westerlies and smooth water, the bay is one of the great places to sail in the world. But does the very consistency that makes it so great drive you crazy after a while? Like a bored spouse, are you lusting for a little change?

You can satisfy that lust without destroying your marriage; the solution to all your problems lies right outside the Gate — the Pacific Ocean. It's the place to expand and polish your sailing skills.

Take piloting for example. You can't pilot in the bay if you tried,because of all the familiar landmarks. Out in the ocean you've got to pilot because landmarks disappear over the horizon or in a shroud of fog. How about sailing in seas? Can't do it in the bay cause there aren't any, but you've got to endure them the ocean. The variety of conditions are much greater out there, too. Strong winds with big swells; big swells with no wind; no wind with no swells; and everything in between. There's a whole world of sailing you're missing until you sail out the Gate.

One of the best — and most social — ways to become acquainted with the Pacific is to race in OYRA (Ocean Yacht Racing Association). The racing is actually far more friendly than in the bay, and because you raft up overnight in places like Half Moon Bay and Drakes Bay, there are great chances for meeting your competitors. For you folks planning to go cruising, OYRA is a great way to shake yourself and your boat down in the ocean — experience you wouldn't get sailing the bay for 50 years.

We can hear the excuses now:

"I'd give it a try, but the season's half over and I don't want to start in the middle." No sweat man, the racing year is divided into two halves, and the first just ended. And, as a special TV bonus, the 5-race fall series is almost always sailed in better conditions that the 4-race spring series.

Former IOR hotshot **Racy**, is back racing in the ocean after several years absence. She races PHRF now.



YOUNG MAN



Conditions couldn't have been better during this year's Lightship Race. That's Channel 7's Bob Marshall driving the Newport 30.

"Sounds great, but I don't have time to train my crew." Oh yes you do, the fall series doesn't start until August 8th, which gives you plenty of time to get yourself, your boat, and your crew together.

"My boat isn't new, and it wasn't designed as a hot racer." No problemo, the average age of boats that won the spring series was about 6 or 7 years. And many of them were plain old racer/cruisers.

You've just ran out of excuses. For entry information call the YRA office (771-9500) and ask to sign up. There is a division just for your boat.

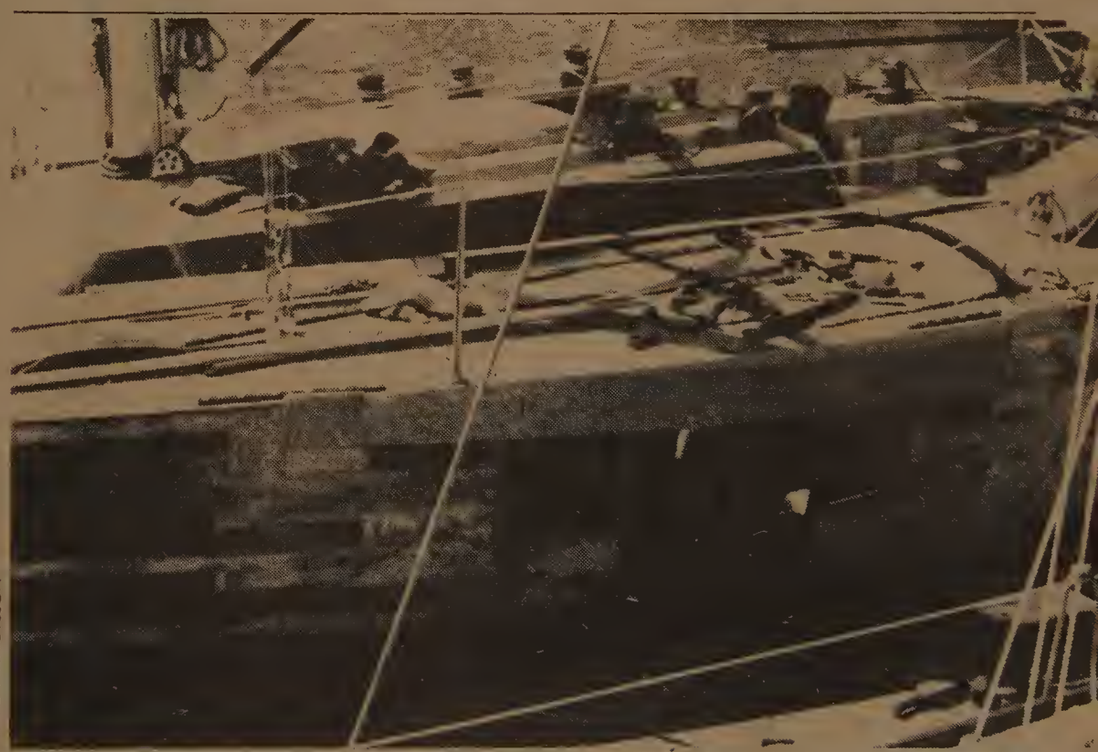
There are two divisions of IOR, Division I and Division II. Bill Twist and his Chaser 33, *Stuff*, took First Overall and won Division II. Stan Reisch and Bill Munro's *Leading Lady* snagged Division I honors and took second Overall.

You can also race PHRF, in one of two divisions, depending on size of your boat. *Temptress*, Bill Walton's Swede 55 walked off with Division I and Overall Honors this spring; Jaime Muniz took Division II and Second Overall with his Pearson 10 Meter, *Desperado*.

If you have a boat under 31-ft., you'll probably want to race MORA (Midget Ocean Racing Association), which is a rather independent part of OYRA. MORA has divided up their PHRF fleet by displacement, light and moderate; and they also have a small IOR fleet. Their Spring Series still has one more race to go, and three or four boats are fighting it out for the top spot in each division.



Bill Clute's new **Annabelle Lee** was completed in time for only two races — she lost steering in the first, and walked away in the second.



KAREN BENGTSSON

Tom Harney's **High Noon** was knocked out of contention after smashing into the South Tower. We were 'going for it', the crew is proud to say.

There's one more group that races out in the ocean, ASH (Association of Singlehanders). You probably want to get some more experience before doing this, but a small group of sailors find it particularly satisfying. We don't have the final results for the Spring Series yet, but it seems like the big battle is between Frank Dinsmore on his Olson 30, *Francis Who?*; and Hans Vielhauer in his Cal 40, *Chapparal*.

Feeling hemmed in, uptight, and grossed out? Go west young man, go west!

— latitude 38

INTERVIEW

GRACE SIME

Who? Who the heck is Grace Sime? A 'nobody' we suppose, at least in the sailing world of Tom Blackaller's, Gary Mull's, Bob Perry's and others we've interviewed.

We first heard about Grace when her friend Justine Harphan offered to write about her and Grace's delivery of the Valiant 32 Skol back from last year's Singlehanded TransPac. Justine never wrote the story, but the idea of a female delivery skipper was intriguing, so when we bumped into Grace over in Richmond one day we made her talk.

It turned out the delivery was routine and uninteresting, but the same couldn't be said for the way Grace got started in sailing and delivering boats. It's kind of a whacky interview, and we hope you like it.



Grace Sime waits out a rain shower in the cockpit of **Skol**.

38: Who took you for your first sailboat ride?

Grace: Ted Holland who owns the *Solaris* that was the last boat to finish in last year's Singlehanded TransPac. He has a Columbia 36 now, but the boat I first went out on was his Coronado 25.

38: How long ago was that?

Grace: About four-and-a-half years ago. I met him just after he got the boat; it was probably his third ride, and it was my first. He said 'You want to go out on a date, honey?' and I said, 'Sure.' He asked if I wanted to go sailing and I said, 'What's sailing?'

Right away I knew sailing was for me, because that first night we went out and got stuck in the mud until 2 in the morning. I went "Allright!" — I really liked it.

So we sailed that Coronado around, and my first cruise was sailing up the Delta in it for ten days. That's when I learned a little about navigation, about what happens when you get lost in Suisun Bay, about getting stuck in the mud.

38: This was only four years ago?

Grace: Yes.

38: Well, how old are you?

Grace: Twenty-seven. It was during that Delta trip that I had my great awakening that I was ready to make an ocean passage, that I would be valuable as crew. So I met up with this boat that was sailing to Hawaii; I would join it there and sail back. But when I got to Hawaii the whole thing had fallen apart. Actually I got on the boat, a Fuji 45, in Kauai and sailed over to Honolulu, but it was one of those deals where it just wasn't going to work.

I didn't have any money, so I went to the Y.W.C.A. in Honolulu, ho, ho, ho, which was really a great deal. For $11.50 you got room and board which included two meals a day of all you could eat. First, however, I had to spend one night 'on the beach' with all my stuff, because I couldn't get into the Y right away. Anyway, I spent about ten days at the Y, totally depressed because I just didn't know what to do. I'd been so up for the trip, and I didn't want to go back to the Ala Wai yacht harbor because the boat I originally was supposed to be on was there, and uuuuggggghhhh. Plus I thought I was going to be blacklisted because I jumped ship.

Finally I did go back to the Ala Wai and put up two 3x5 cards that read: 'Help, stranded crewmember needs boat to mainland leaving before July 4th.' I put the cards up at 9 in the morning, and went hiking. When I got back to the Y there was a telephone call that had come in at 9:15 in the morning — just after I put the card up!

I went down to the boat looking for the person who left the message, and nobody was there. I looked around, saw it was a wooden cruising boat, a ketch, and left a note.



The owner of the boat called me that afternoon, and said straight out: "I'm leaving tomorrow, I planned on taking the boat back myself, but if you want to go, I'll take you." I said we'd have to 'interview' one another because I was bound and determined not to get on another boat like the one I'd just gotten off of. So we interviewed the next day.

38: The morning he wanted to leave?

Grace: Yeah, the morning he wanted to leave. I checked out his boat, mostly I checked out his survival gear. And he looked allright, like he wasn't a rapist or anything.

38: What's a rapist look like?

Grace: I don't know, ho, ho, ho, but I mean I figured I was going to have to take my chances if I went on the boat. I said, 'Do you have references?' Ho, ho, he told me to check out the Ingrid a few boats over, and that they'd tell me all about him. Sure enough, they said that he was a good guy. What I didn't know at the time was that of course they'd say he was a good guy, because he'd helped save their lives when they were in the Marquesas, ho, ho, ho. Those people were great though, a doctor, his wife, and a three-week old baby who were just about to make the passage to Seattle.

38: This was when?

Grace: 1978. Anyway, we agreed that I would crew on the boat, and that we would leave the first thing in the morning. I went to the market and bought about $90 worth of food, trying to supplement what he had onboard — only I didn't know what he had. It turned out all he had was a case of ham — I mean that was it! So I took the food to the boat and went to the Y and picked up my stuff. I can't believe it, I just couldn't believe how much crap I had. I had, ho, ho, ho, boxes and boxes of stuff, ho, ho, ho.

> "The morning he wanted to leave I checked out his boat, mostly his survival gear. He looked allright, like he wasn't a rapist or anything."

38: What kind of boat were you getting on?

Grace: A Mason 38. It was a slow boat, but comfortable. It had an aft cabin — it was really nice.

So we left, and went to Hokai Bay where we decided we'd wait out the afternoon wind and cross the Kauai Channel that evening. While we were there the doctor and wife, who had 'recommended' him also anchored there, and came over for hor d'oeuvres. It was pretty mellow hanging around there and getting to know this new person, so we decided weeeellllll, we'll stay a bit longer. We ended up spending most of the week there, then we split and had a thirty-five-and-half day passage.

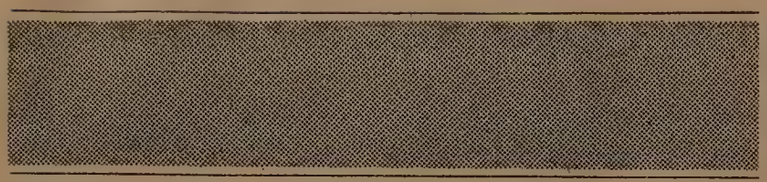
38: Ugh!

Grace: Now we're living together.

38: Ho, ho, ho, we were wondering how this story was going to end!

Grace: Well, on the trip back we got to know each other pretty well. He explained to me that he was only coming back from cruising because he had to. It was a divorce situation and he had to sell the boat to split the proceeds with his wife.

As we talked he told me next time he was going to "do it right", meaning that he wouldn't ever have to come back. By then I had decided that I really wanted to go cruising, and that I could probably go within two or three years. He said he would be going in five years or less. After a while we both sort of said, "Wouldn't it be kinda fun to go together?" We decided it would, but that it would take five years



of hard work, and that five years was a long time. It was a difficult decision for me, too, because I'd been a bachelor for five years and wasn't into settling down.

Anyway, I went home and a couple of days later I was really getting horny, so I wrote him a letter and said, "I miss you a lot." He called me up and suggested I come down to L.A. for the weekend — this was when airfare was only twenty bucks or so. I ended up flying down there like, every weekend for a month.

38: What were you doing up here at the time?

Grace: I was working at Stanford University. But on the passage back, I decided I was going to give up the 'real world' and go sailing, and that I should really take up sailmaking.

38: Wait, what were you doing at Stanford?

Grace: I was working as a clerk, just biding my time, making good money, driving a sports car, wearing good clothes — the 'before' life.

38: Hoooo, ho, ho!

Grace: On the passage back I decided I wanted to go cruising,and that if I wanted to be realistic about it — since I didn't have a lot of money — that I'd probably have to earn my living in the anchorages, working wherever I was. So I decided I'd be a sailmaker, that I'd go to all the lofts in the bay area and just change my life. But then Steve and I were getting along really well, and I thought that if I was going to change my life I might as well change where I live. So I moved down there with him — besides, airfare had gone up.

In L.A. I got a job at a small sailmaker, Stanton Sails, and I did sailmaking for about a year. Steve was working as an engineer to get money for the boat, because the boat will be all his. He doesn't want to risk repeating what he had gone through already with the other boat. Besides, if people split up, it's hard to split up a boat; he'd have to come back again, and he's had it with that.

So Steve is working for money, and I'm working for skills. Skills to keep up cruising. You know, I'm working on this boat, I'll do some deliveries, some deliveries will mean a free trip home to visit family and friends, and sailmaking might mean a free dinner here and there — all that helps out. So we're working at the problem from both ends.

Anyway, that's how my trip turned out, it was really interesting and we had a really good time! Ho, ho, ho.

38: Have you heard of other happy endings from other women who have done something similar?

Grace: It's funny but this friend of ours was about to leave New Zealand, and there was this lady who happened to be walking along the dock, the day before he was going to leave, looking for a boat to go anywhere. He signed her on. The two of them are together now, and it's been going on ten months. So that was a happy story, although she does have to go back because her visa is running out.

38: What pointers can you offer to other women looking to get on boats, women who want to leave the 'real world'?

Grace: A 3 x 5 card at the Ala Wai works well!

38: Ho, ho, ho, we wonder why you say that?

Grace: Seriously though, you should have something to offer. I mean, I did know celestial navigation, and I think that was a big plus.

38: Steve must have known it.

Grace: Yeah, he knew; he'd been to Mexico, the Marquesas — he had been gone for four years.

38: So your knowing celestial meant there would be less work for him?

Grace: Well, I think if you know celestial it means the skipper can tell you are serious about it. And if the skipper — well, I was looking for a serious boat, not just to get laid, and I think serious skippers are looking for someone who can really contribute. So I think if you have skills to offer you won't be as likely to get skippers who are looking at you just from the sexual angle.

38: That seems to be a problem because most women would just as soon not have to go to bed to get a berth.

Grace: Right, and I think if those women have something to offer, a good skill such as celestial — even without practical experience — then the skipper knows you are serious. Then, it's up to the woman to decided if the skipper is a serious sailor.

38: Any pointers on how to do that?

Grace: All I can say is look at the survival gear, look at the things on the boat that are important to you. Try to see if the skipper's head is in the same place as yours, because personalities are where it's at when it comes to being out on the ocean.

38: Have you heard many bad stories or experiences from other women who've been looking or gotten rides on cruising boats?

Grace: No, I haven't. I think the worst story I heard was mine, the first experience. But I think that was my own stupidity. I'd spent a lot of time with the people getting the boat ready, but I never went sailing with them.

38: That wasn't a sex problem though.

Grace: Right.

38: You've only been sailing a few years and you've started a delivery business; tell us how that's going. The trip you've told us about was your first ocean passage, and bringing the Valiant 32 *Skol* back from Hilo last year was only the second. How did you get the delivery job on *Skol*?

Grace: Justine Harphan, who I'd met on *Stampede* — a Peterson design that races on the bay — and I became really friendly. In fact, when I was coming back from Hawaii, and decided I would make this big life change I decided I would probably ask Justine if she would be my roommate, because she's probably the only person I could live with.

38: Why is that? Are you peculiar?

Grace: I'd lived alone for eight years, so in the sense of liking to live alone, I am peculiar. I just thought it would take a rare person to get along with me, because I have a forceful personality, and I wasn't ready to deal with anyone who couldn't take it. Anyhow, it didn't work out because I moved to L.A. to live with Steve.

But I was up here on a vacation once and Justine was working in the City, and we had lunch. This was like in October, and I said, 'Geez, I'd really like to go to Hawaii this summer'. She said,'Yeah, I would to.' I said, 'I'm ready to skipper a boat!'

38: How much sailing had Justine done?

Grace: Bay and some ocean racing. Although it's kind of funny, down in L.A. all the ocean racing is overnight racing, there are no layovers. Up here a lot of the ocean racing has layovers, so when Justine told me she'd done a lot of ocean racing, I didn't realize she hadn't spent a lot of nights and days together out on the ocean.

Anyway, we talked and we decided we ought to do it together. I was ready to skipper, she was ready to crew, and together we'd

make a good team. We started to think what kind of boat we could find. I remembered that the Singlehanded TransPac was coming up and that basically each boat would have a vane. I love to race, but I'm basically a cruiser at heart, so self-steering is where it's at. We figured a singlehander's boat would be ideal for us; surely the two of us could handle it. I said that I'd get on it, told Justine to just stick with me, and we'd do it. She agreed, and said she was committed.

My first step was to go about trying to find a mailing list for all the singlehanded entries, but that wasn't too easy. Finally, after a lot of promises made and broken, we did get a list, and I wrote 'Dear Skipper' letters to each entrant.

38: To each skipper?

Grace: Yep, a form letter. It said that we were willing to deliver their boat back from Kauai for $1,000 plus expenses. We got about five responses, but none of them were what we were looking for.

38: What do you mean, 'what you were looking for?'

Grace: Some boats were smaller than what we wanted, some didn't have good self-steering, or the aura was a little flakey, or this or that. Since this would be my first long-distance delivery, I wanted everything to be right, it was really important to me.

38: Considering you'd only had one ocean passage, did you think you were really ready for such a long delivery?

Grace: Yeah, yeah, I felt I was really ready. I knew I had a lot to learn, but I felt that if it was really the right boat — not one that was falling apart — that I was ready.

So we turned down about five boats. Somehow some of the crewed TransPac boats found out about us, and we got some offers from that fleet too. We turned them down because they didn't have self-steering. I still had hopes though, and kept calling Justine to tell her to please hang in and not make other plans. She didn't seem to have too much confidence that it was going to happen, but she said she'd stay in.

By this time it was Memorial Day weekend and the race was just a couple of weeks away. I was getting discouraged. Then I got a letter from this guy with a Valiant 32, and he asked if we'd be interested in knowing more about him. I got all excited and called Justine and said 'Oh, it's a Valiant 32! And it's got an Aries! Just hang in there!'

So I made arrangements with him to see the boat — we figured this was probably going to be our last chance, but we wanted to make sure we were getting a boat we felt good about. The owner, Don Eldridge, and I met in Sausalito where the boat was hauled out. I looked the boat over, and I really liked it.

38: What did you like about it?

Grace: It felt good, I liked the owner . . .

38: What do you mean, 'liked' the owner?

Grace: What I liked was that we thought on the same wavelength. For example, my first question is always survival gear, and he had everything on the boat. So I figured his head is really into survival, and that's really important to me, too. So that was one point of agreement. He had good self-steering, and that's a plus with me also. Besides, he really loves his boat, and if not for strong mitigating circumstances wouldn't have any strangers deliver it. That's the kind of owner we'd been looking for.

So we really hit it off, everything clicked, and we were in agreement when we talked about possible problems and how things might be rigged — it was a real give and take session. I thought 'Wow, this is the boat, I want this job.'

We were checking each other out, and both of us were saying 'yeah, this is together', but neither of us wanted to take the first step in committing. So we're sitting down in the cabin of the boat in Sausalito, we've been talking for about an hour and we both know we wanted it to happen. Finally Don says, 'Let's arm wrestle.'

Actually, he and I are about the same size — we have the same arm length and are about the same height. So he says let's arm wrestle, and I didn't feel in very good shape then, but we arm wrestled — and it was a stand-off. So he said, 'Okay, I think I'd like you to have the job.'

I said, 'Okay, we'd like to take this boat,' and called up Justine and said, 'This is the boat, it's great, it's got an Aries, an autopilot, it's got Loran, it's got plenty of survival gear, everything!'

Justine's boyfriend is a surveyor, and he came down and checked out the boat and liked it. That was good. And Don immediately sends me a deposit check for the trip and that's great! As time goes on Don writes me and tells me what provisions are on board, and what problems he had — like CNG. I told him that wasn't going to make it because we couldn't get it in Hawaii. So he said he'd take care of it. He likes kerosene, but not alcohol-primed kerosene, so he bought this stove which is about a $500 item, for the delivery back — it's a self-priming kerosene stove — it's the greatest.

38: What kind is it?

Grace: It's an Optimist. You pump it up and light the jet, and the jet spits out kerosene for a minute. You pre-heat the burner that way. We just set it right on top of the regular stove. That showed me that Don was really accommodating, that he really cared for his boat, and just wanted someone to take good care of it bringing it back, and love the boat. And that's what I wanted.

38: How did the trip turn out?

Grace: The trip itself was fabulous. But I went to Honolulu and was going to stay there for a few weeks and meet *Skol* in Kauai. After I'm in Honolulu for two days, Don calls ship-to-shore and says that he's abandoning the race, that he's going to Hilo which is 24 hours closer than Honolulu, and that he doesn't have a chart of Hilo. [Ed. note: Don's dropping out of the race was in response to a family emergency.]

I told him not to worry, that I had a chart of Hilo, and that I'd get an update on all the lights. He called me back the next night and I gave him all the coordinates and bearings — everything he would need to get into the harbor.



I'm in Hilo for a day, and Don comes in at 4 in the morning. He's real anxious to get off the boat and back to the mainland. We only spent about half an hour onboard, and naturally we had hoped we'd be able to sail the boat in Hawaii a bit together in order to familiarize ourselves with all the gear. However, he was very thorough and knew we wouldn't have much time together, so before getting to Hilo he made this 45 minute tape recording of how to run the boat. He just walked around the boat and went over everything he could think of. So as I drove him to the airport I listened to the tape and asked him any qauestions I had — ho, ho, ho. At 6 I left him at the airport and went back to the boat.

When I got back to the boat it was light, and I saw that in the rush everything had just been left in a mess. The main was in a heap, every line was on deck! I just went 'Whew!' — it took me a day just to clear the deck. Actually it was fortunate, because it helped me figure out exactly how all the lines ran.

38: Were you low or high on confidence when you were ready to shove off?

Grace: It felt really good. I didn't know everything about the boat, but I knew it had been well-prepared and even if I didn't know everything, I at least knew where to lay my hands on the information. I knew what was onboard, I'd done my homework on the weather, I felt confident because of my preparations.

38: As a general rule are you a confident person, more so than others?

Grace: Well, I know that when I'm ready to do something that I'm ready to do it.

38: This is off the subject, but what do your parents think about your giving up the good life?

Grace: As it happened, right when I was coming back from Hawaii with Steve, doing the whole trip of "living with a man in sin" and everything . . .

38: Not that!

Grace: Oh yes. When I got back I found my parents were getting a divorce after 30-years. When I called my mom to say, 'hey, I'm moving to L.A. to live with Steve, can I talk to dad?', she said, 'he doesn't live here anymore.' Ho, ho, ho, actually it was bad because I felt I lost some continuity with my family, but it was good because they were so busy with their own things that it made life easier for me.



My father still asks me what I do. I tell him, but he wants to know what my 'real' job is. My mom is real good, but she worries. Actually, I think they are both proud. When I told them about helping Don get into Hilo they said, 'you mean you *talked* him in?!' I said, 'well, not really, but sort of.' They said, 'Oh wow, you really did talk him in.'

38: Like your father says, how do you make a living? Would you make more money as a clerk?

Grace: Oh, I'd make much more money as a clerk. I'm doing this for the 'five year plan'. Steve and I decided we're leaving November 3, 1983; everything I do is part of working toward that.

38: Do you worry about staying together or whether the whole thing may fall apart due to personal differences in say, September of 1983?

Grace: I feel that if we can stay together for five years — of which we have 2½ to go — that we'll be dynamite together on the boat. That if we can keep it together on land, I feel like we won't have any problems at sea.

38: Are there high and low points in the five-year plan, or have you both tunnel vision so problems aren't allowed to intrude?

Grace: It just gets better and better all the time. I never thought I could do it — like when we moved in together, I wasn't sure if I could be monogamous. I mean I told him I'd been living alone for 8 years and had been having a good time before I met him, and that I never really had plans to live with anybody, ho, ho, ho. I just didn't know, didn't know if I could do it.

Steve is just one of those wonderful guys, and he really helped me when I moved to L.A. I spent a lot of time crying because I hated L.A. so much; he really helped me get through it. He was really supportive. I was very glad of that, and things have gotten better all the time. It's surprising, really, because I didn't think I was the type to even try and settle down.

And it's the same thing with Steve. I saw this guy who thought the same as I did about boats, wanted to go cruising and was *really* serious — not one of these assholes who thinks they want to go but aren't really dedicated to it. But Steve had been out there for 4 years, and if it hadn't been for the divorce he'd still be out there. But he was serious and I saw him as somebody who wanted exactly what I wanted.

38: Well, let's go with that train of thought for a minute. What's 'going cruising' mean to you, and why is it so much getter than being a clerk at Stanford?

Grace: I don't know, I guess it was just something that happened for me the first day I went sailing, it's like freedom. I'm really into freedom — living alone for so long was part of it. If Steve and I split up right now, I'd be hopping on the next boat to where ever. It's just . . . I love the ocean . . . I love making passages.

38: Can you be specific why? Is it spiritual satisfaction?

Grace: Ohhh yyyeeeeaaahhhhh, yeah. That's a lot of it for me. I mean I'm a student of Zen and all that, and being on the ocean . . . you know, I've never sailed to Hawaii, but that trip doesn't attract me because it's only two weeks long. I'd rather come back because that's a month. Being on the ocean for a *long* period of time is spiritually

and . . . and in every way, fulfilling for me. To be self-sufficient is very satisfying.

38: Why is that?

Grace: It's hard to say, I guess it's being in tune with nature. When you're at sea there is no really having to come back to the city. To me the ocean is a really pure form of nature, even though you have your boat. For some reason it just attracts me more than the land, although the land does attract me — in the purity of being able to be secluded in the mountains.

38: You like the mountains — it's a very common thing among sailors.

Grace: Before I started sailing and was at Stanford making good money, I thought I should buy a secluded cottage up in Tomales or something. But then I went sailing.

38: And you could tell all this from your first experience in the Coronado 25?

Grace: Well, it was the trip up the Delta for ten days on that small boat with Ted that did it. I mean I love Ted and he's a good friend, but you know that whole story about *Solaris* in the TransPac?

38: Actually, we left before he got there. What happened?

Grace: Well, Ted is a real character, and on the way to Hawaii he had problems with his eyes because he didn't bring any glasses with him. Not sunglasses, but glasses. He was wearing contacts 24 hours a day. He couldn't even read his charts right. Ho, ho, he's one of my dearest friends, but it's typical of him, ho, ho, ho. I'm not saying anything bad about him, that's just the way he is.

Anyway, we were going up the Delta, right? This was like our first major voyage. We'd spent our first day going from Redwood City to Pelican Harbor, and the next day we went up through San Pablo Bay, past the Carquinez Bridge, and I decided to take a nap. Ted — he's not macho or anything — but if this poor little girl wants to take a nap, he doesn't mind spending 80 hours on the helm, right? We're both sort of navigating, but neither of us really had any idea of what navigating is, what piloting is — we were on a vacation, ho, ho, ho.

We ended up on the wrong side of the channel on the way into Suisun Bay. Getting back into deep water was a real problem, because it was dark and we had no idea where we were. We were doing about hull speed and Ted is down below taking a whizz and I'm at the helm — the next thing, 'boom!', we're hard aground. Being aground wasn't new, we sailed out of Redwood City; but the problem was we didn't know the way out, which way to kedge. We argued about which island we were near and I finally won the argument after hot stew and lots of cocoa. We tried my way and it was right. That's when I decided, 'I guess I'm a navigator'.

38: Ho, ho, ho, you decided that?

Grace: I really believe in navigation by intuition.

38: You do?

Grace: Very strongly. I mean, I don't believe that's the only way to navigate . . .

38: What do you mean by that?

Grace: You know how homing pigeons have that sense of direction? I think people have that, too. The thing about the Polynesian navigators . . . it's important to have scientific means of navigation, but when push comes to shove, if you'd been paying attention all along or as much as you can . . . somehow you can determine . . . through feelings . . . a sixth sense about where north is or something. That sense is strong. Everytime I've had to navigate that way, I've found it's been right on, in Mexico and stuff.

38: Haven't you ever been real disoriented?

Grace: I think I might get that way in land navigation in a forest, but I don't know because I never have been.

38: Where have you sailed in Mexico?

Grace: In Ensenada Races, and I sailed an Islander Peterson 40 in the Mazatlan Race — this was after doing the ocean series out of Marina del Rey. My first big navigation job was from Cabo San Lucas to San Blas and to Puerto Vallarta, on a Challenger 32. Part of the navigation by intuition was going into San Blas where we didn't have a chart. The owner wanted to do it — he's ultimately responsible for the boat — so we did. It was okay and it made me happy.

38: The trip back from Hawaii was pretty good in *Skol*, wasn't it?

Grace: Yeah, and the only thing that broke was the head, and after we fixed it we used the bucket.

38: What, in your estimation, was really good about the Valiant 32? Is it possible to say?

Grace: This boat is the best production boat I've ever had the pleasure to be aboard — in my brief experience — which has included a lot of cruising boats.

When Don and I compared notes when we got back from the Pacific this year, we could only come up with about 5 minor things that were wrong with the boat. Like the little teak toerail on the navigation station was just a little crummy piece of teak and it broke off. It's cosmetic and we left it off.

38: What about the size of the boat?

Grace: This boat is the perfect singlehanding boat. It's good for two people — although three people would have been impossible coming back from Hawaii. . .

38: What boat do you want to get for your cruise?

Grace: Steve's dream boat is an Atkins-design called *Tally-Ho Major*, a 36-ft. cutter. A modified version of that boat, the Cape George Cutter, is being built by Jim Bock in Stockton — they're just beautiful! Cecil Long also builds them in Seattle. The Ingrid is another modification.

That's Steve's dream boat, but we probably can't afford it. We're looking for something between 35 and 40-ft. — hopefully a cutter. The Mason 38 he had was a great boat, but it was a ketch and also a it was a little slow.

Wait! Before the tape is over let me tell you about the foggy night landfall we had coming back to San Francisco —
[Sorry folks, but the tape ran out on Grace.]

On May 23, the following letter arrived:

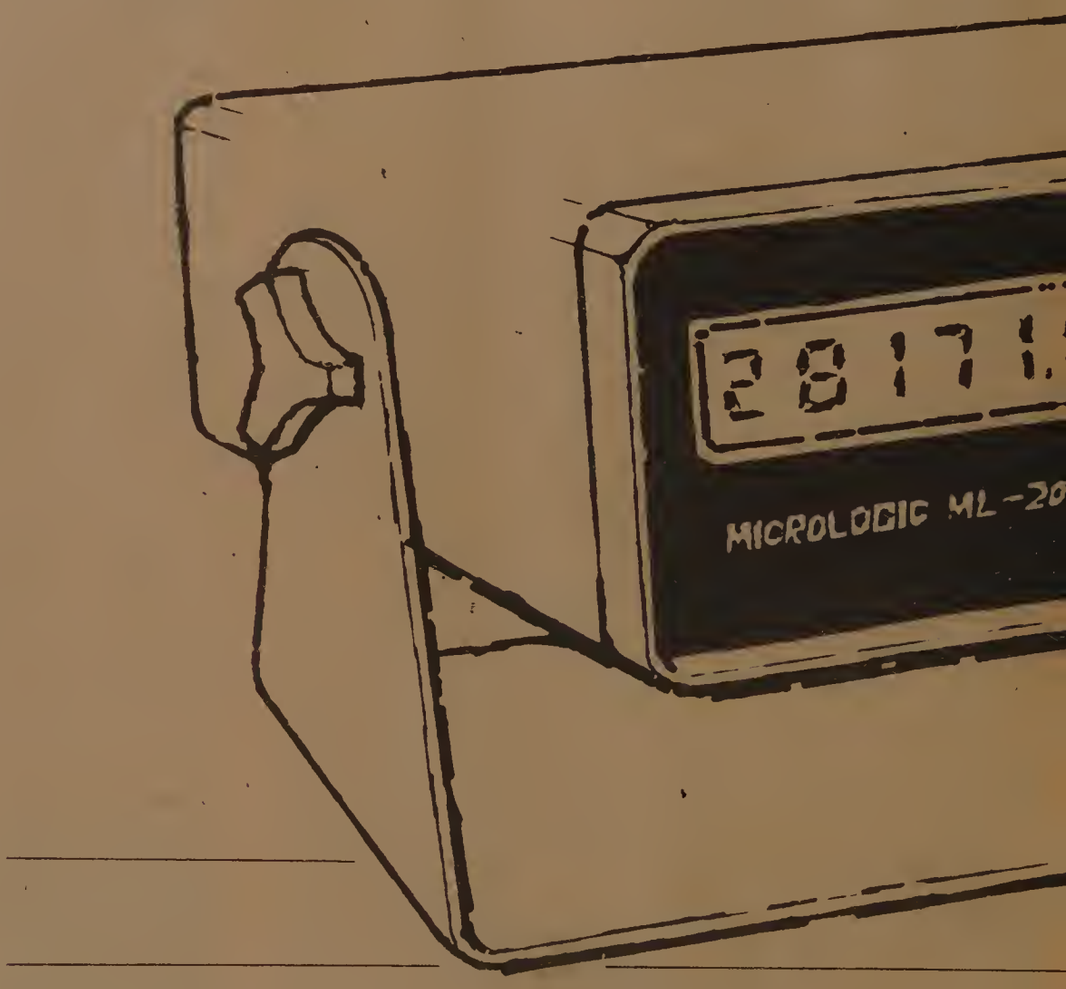
Just returned from another 3 week stint aboard *Skol* in Redwood City, taking care of a few loose ends left over from last time and also working on a few new projects. While I was in the bay area, I was contacted by a fellow in Santa Barbara who was looking for someone to deliver his Formosa 41' ketch from Yokohama to San Francisco. I am leaving on June 1st for Japan! My crew is a guy named Chris Goldfinger — boatbuilder, sailmaker, navigator, and currently working at West Marine in Palo Alto. If all goes well (knock wood) we're expecting about 50 days on the ocean.

Sayonara,
Grace Sime

IDIOT'S GUIDE

According to our Reader Survey, one of the items many boatowners were considering purchasing this year was either a Loran or Sat. Nav. navigation system. Since we didn't know diddley about either of these electronic miracles, we checked around to get the word and pass it along to you.

The folks we got our information from included Chuck Hawley of West Marine Products, who had just given three seminars on the topic; and Rich Wilde who owns Cal-Marine Radio in San Francisco. These two guys were our 'theory' sources. For empirical information we went to — heaven forgive us — a couple of southern Californians, Mike Schachter and Ben Mitchell. Schachter is Hood Sails big man down south, and had just used a Sat. Nav. as the crucial part of winning the recent Newport to Cabo San Lucas Race. Mitchell is one of ocean racing's most experienced and successful navigators, and has served on such local heavies as *Imp*, *Pegasus*, and the new *Bravura*.



Minimum Wage Rat.



false assumptions

If you were as naive as we were, you were operating under the false assumption that this is 1981, that we've done the Space Shuttle bit, and therefore if you're willing to spend a dinghy full of money, you can have push button navigation that will tell you exactly where you are in the world at all times. No way, Jack.

Loran will tell you where you are, all of the time, in *much* of the world. Sat. Nav. will tell you where you are, *most* of the time, in all of the world. Unfortunately neither one — nor the combination of the two — can tell you where you are, *all* of the time, in *all* of the world. If you want that kind of capability you'd better get to work on it yourself, because nobody expects such a system to be implemented before the 21st century.

But don't get disillusioned! Loran and Sat. Nav. are both incredible devices that probably fulfill *all* the navigational needs of 90 percent of all sailors. And hey — it's at a price that's been getting more and more reasonable all the time.

LORAN

The basic concept behind Loran is pretty simple. What you have is a 'master' station that pulses out electronic signals to two 'secondary' stations. The Loran unit on your boat simply measures the time it takes for the signal to get to your boat — that number is called the Time Delay or T.D.

There are unscrupulous dealers who will tell you that Time Delays are measured electronically. However, we have it on good authority that each Loran contains two rats with stopwatches who have agreed to measure Time Delays in return for not being used in cancer experiments. The rats measure the Time Delays and then flash

them up on your Loran's 'scoreboard'.

All you have to do to find your position is match these T.D. numbers with correspondingly numbered Loran lines on your chart.

Your position is where the two lines intersect. It's so ridiculously simple that even we figured in out in less than the time it takes to kill a beer.

And don't kid yourself, these units are incredibly accurate. In best situations they are accurate to about 50-ft.; even at the limits of their stated range they are good to within fractions of a mile.

time delay lorans

Providing you with Time Delay numbers to match with those on a chart is about all that the simplest and most economical Lorans can do — but they do it as accurately as the most expensive Lorans. These simple units are sometimes called 'Time Delay' Lorans. One popular such unit is the Texas Instruments 9000A which retails for about $1295, but has been advertised in *Latitude 38* for as little as $1000. The cheapest Loran deal we've ever heard of, however, is at Marine Marketplace in Emeryville, where they offer a Ray Jefferson Loran for $800 if you include the factory rebate.

Rich Wilde at Cal-Marine Radio thinks the better models of these simple Time Delay units are all that sailors need — unless they visualize themselves as the hottest of the hot-shot racers. That's good news because they aren't *that* much more expensive than RDFs. And RDF's are to Lorans as a chip off a coke bottle is to the Hope Diamond.

lat-long lorans

The more expensive Lorans are called 'Lat-Longs' because they have a third rat inside. This additional rat — a graduate of M.I.T. (Mouse Institute of Technology) — is no minimum-wage rat like the other two. He's hot with the pocket calculator. 'Graduate Rat' — as he's known in the trade — takes the T.D.'s from the minimum-wage rats, instanteously transforms them into longitude and latitude, and flashes them up on your Loran's scoreboard. Mucho gusto ratos!

These M.I.T. graduates are real whizzes, and depending on how much you pay for them, can solve an incredible number of navigational problems for you. Waypoints for example. Say you are up in Vallejo and want to sail down through San Pablo Bay, out to the Lightbucket, and back to Vallejo — and there's only 50-ft. visibility.

What you do is plot out your route, figuring where you'll have to turn. Each place you want to turn is a 'waypoint', and you program that position into the Loran. As you get underway your Loran will give you the compass course to the next waypoint. If the unit's any good, it will also give you the



Typical Loran C.

Graduate Rat.



IDIOT'S GUIDE

speed you're making good to it, how far away it is, how long it will take you to get there, if you're drifting off course, and even signal you when you get there.

Some of the more expensive units will remember as many as 20 routes with 99 waypoints to each route. Not bad for three lousy rats.

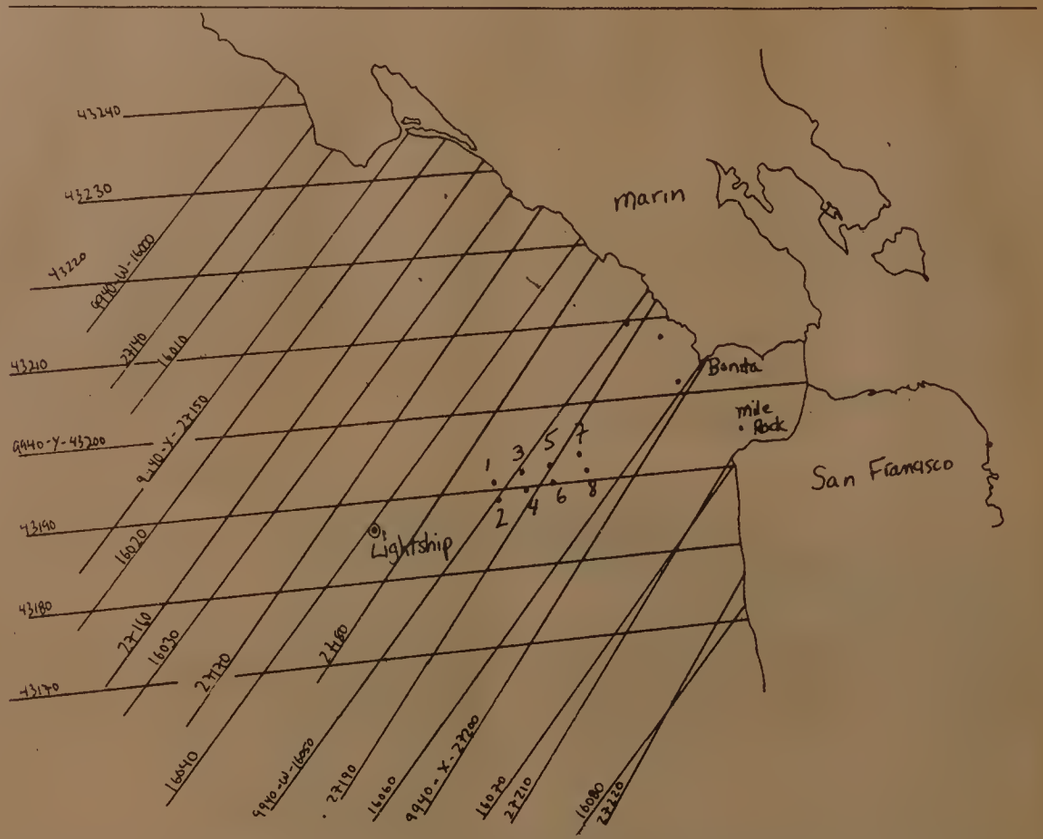
tricky stuff

There's at least one Loran — the Northstar 7000 — that's versatile enough to be utilized as an anchor watch. Suppose you're up at China Beach where the current can run swift. You punch in your anchored position, taking into account how far you can possibly swing on your anchor line. If for any reason your anchor breaks free and you drift outside the programmed position, Graduate Rat will sound the alarm. The useful functions a good Loran can serve might startle you.

disgusting stuff

Some Lorans even do stuff that is criminally obnoxious. For example Texas Instruments offers an option that not only gives visual responses to your navigation questions, but gives them to you out loud. That's right, out loud! You see for another $700 they put another rat in the Loran, a rat that simply takes the answers from Graduate Rat and broadcasts them to you — in English. He's sort of the anchorman on your navigational news.

No kidding. If you've set up a route with five waypoints, he'll speak up as frequently as you tell him to, advising you of the course to the next waypoint, the speed you're making over the bottom, how soon you'll get there, if you're wandering off course, and even the time of day. And naturally he'll update these reports constantly. What you have to understand, however, is that this rat is 'show business' and gets to be annoying real fast. You therefore shouldn't be surprised if an intolerant crewman decides to use a winch handle as 'rat poison'. So caveat emptor and all that Latin stuff on the talking Lorans.



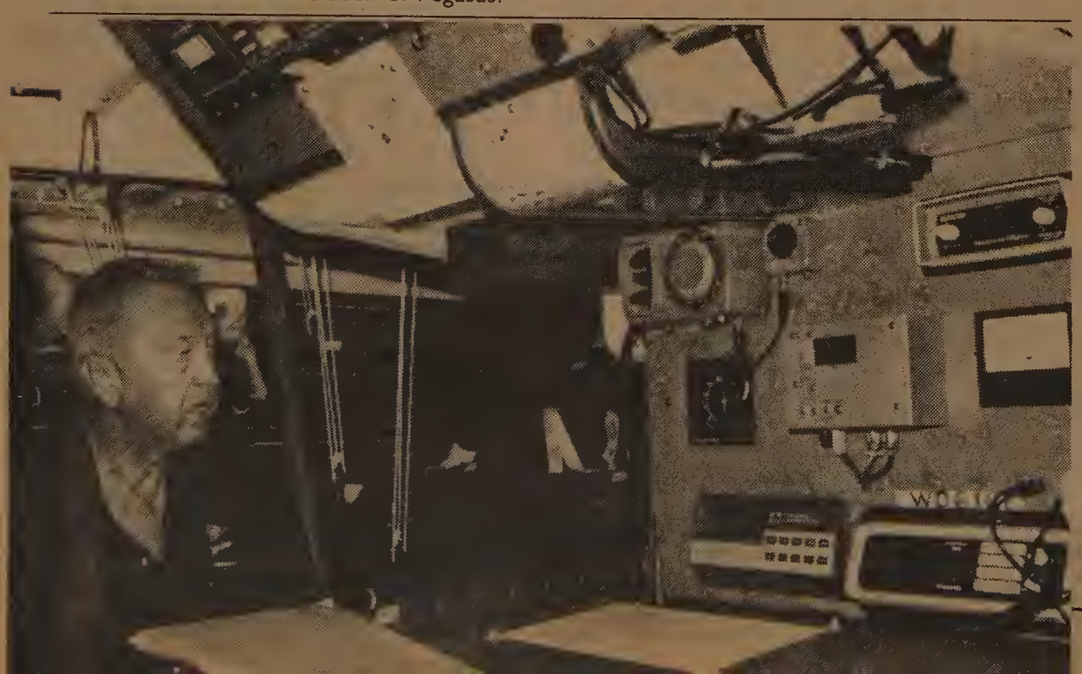
Loran lines on a chart. If your Loran gives you TD's of 43190 and 16040, you are just north of the Lightship.

inherent problems

Let's not kid ourselves, Loran does have some minor problems you should be aware of. 'Cycle skipping' is a problem in some areas, and is prevalent just outside the Gate and up by Pt. Reyes. What happens is that master station pulses out a 7-cycle signal of which the 3rd cycle is measured for Time Delay. But because the signal travels over land at a slightly different speed than it travels over water, it can sometimes cause the rats to measure the Time Delay on the 2nd or 4th cycle instead of the 3rd. This throws the Time Delays off, as well as the resulting coordinates if you're using a 'Lat-Long' unit.

How far can this throw you off? In the area around the Gate, the normal cycle slip will have your Loran showing you to be more than a mile to the north and east of where you really are. Most Lorans can be overridden to the correct cycle — assuming you realize the cycle has slipped. Rich Wilde says the problem is actually easier to detect with the less expensive Time Delay units. But Ben

Ben Mitchell at the nav. station of **Pegasus.**



TO LORAN

Mitchell says an experienced operator can detect the problem with a 'Lat-Long' machine.

Some of the expensive Lorans — $4,000 to $5000 — are programed to compensate for the land anomalies that cause the problem, and should be free of that particular bug-a-boo. But just that single features adds almost $1500 to the highly respectable Trimble unit.

Dead rats still plague Lorans from time to time, as manufacturers have yet to solve the mortality problem. But never take your Loran to a veterinarian for service, or try to squish cheese behind the knobs.

what's with the navy?

Another problem in some areas is that the Loran signals — broadcast at 100 megahertz — get a lot of interference from Navy communications systems which operate at close to the same frequency. Ben Mitchell reports that there is a powerful such communications system in San Diego which makes it very difficult to get good information in that area.

Poor installation is the source of many problems, too. Since Lorans only receive signals and don't transmit, they are really quite simple to install. You can probably do it yourself if you're aware of what to watch for. It's important that the unit be well-grounded, and that the antenna coupling be located above the level of all lifelines and pulpits. Mitchell advises that ventilation is crucial — temperatures of 135° can cut the life of crictical components in half. Old powerboats tend to be electronically 'noisy' and can create problems, as will trying to operate Lorans with florescent lights operating.

no sweat

All of these, however, are truly minor nuisances in what is a superior navigation system. Don't trust our word, the word of dealers, or even the word of our advisors — just ask the guy who owns one and uses it frequently. They rave about them!

don't they keep breaking?

Loran doesn't sound half bad, does it? But do they break down, every two months like the early ones? Ben Mitchell and Rich Wilde, who have had first-hand experience with the Lorans of years ago, both say there is no comparison with today's equipment. The stuff is very high quality and as reliable as the synthesized VHF radios most of you folks have aboard your boats. Flawless operation can't be guaranteed with any electronics, but the consensus is that — on the whole — this is very good equipment.

The only problem Mitchell can recall with a group of modern Lorans was with an early Texas Instruments unit at an S.O.R.C. several years back. The units had a problem with 'cycle slipping' (rats were smoking marijuana inside the units) and the factory wasn't offering much field support. In quick order T.I. discovered their reputation in the sailing world was becoming silt; they then rapidly replaced the recalcitrant rats with Rat Scouts and all has been fine since. The Loran and Sat. Nav. are big markets of the future, and manufacturers want to protect their reputations with good service.

Repairs are generally fairly reasonable. Texas Instruments has a policy often used in the computer world where there is a flat fee for repairing the unit, no matter the problem. It's $125, even if the replacement piece cost $500 or $2.95. It's sort of like group insurance, and not a bad idea.



Loran C covers the shaded areas of the Globe.

how much orange juice?

Loran's do not require a lot of electrical power. We don't know what it is in amps, watts, or any of those damn things, but we do know that it's about the same draw as your running lights. You can turn Lorans off when you don't use them, but if you're getting out of range, turning it off may mean you'll not be able to pick up that weak signal again. It's easier to hold weak signals then pick them up fresh.

LORAN

the big problem

Loran's big problem is coverage, which turns out to be no problem at all for 95% of all sailors. Loran was designed to provide excellent navigation capability in the coastal confluence zone, and it does that. If you cruise anywhere in California, Oregon, Washington, Canada, Alaska and even 500 to 600 miles offshore, Loran provides complete coverage and is exactly what you want. All of the eastern seaboard of the U.S. is covered, as are the Great Lakes, the North Atlantic, Europe, and most of the Mediterranean.

So what doesn't it cover? Write off virtually the entire southern Hemisphere, Tahiti, Fiji, the Marquesas, the Tuamotos, New Zealand, Australia — forget 'em because your Loran is only ballast down there. Mexico and Central America? Loran will cover you a little past Ensenada, maybe down as far as Cedros Island. Ben Mitchell says anyone or any company that claims it can do better is "blowing smoke", because you're dealing with inaccurate skywaves or totally unrealistic circumstances. Jamaica, the Caribbean, Bermuda? It's very unlikely you'll get stuff you'd be willing to put faith in.

Hawaii? Sort of. You'll get good coverage 1000 or maybe even 1200 miles out into the Pacific, but then nothing. As you close in on Hawaii, you'll again be able to pick up something, maybe just one line, maybe 200 miles out. The reason you don't get better coverage on the west coast of Mexico — the local Loran chains are facing in the 'wrong' direction.

But for cruisers halfway across the Pacific, there is a far greater priority in ice cubes than knowing your position to the nearest 200 miles. Who cares? When you care is when you approach the islands, and you should get good information then.

(It's worth noting here that useable Loran signals will travel farther than the Coast Guard will admit; but because they won't admit it, the Loran lines aren't printed on all charts. You'll want to take this into account when considering buying a 'Time Delay' machine which is useless with Loran-lined charts, and a 'Lat-Long' Loran which gives you position in normal coordinates.)

That's the breakdown on Loran coverage. If you're not going to be sailing outside of its coverage zone, it's the navigational piece you want to buy according to all the authorities we spoke with. It has several distinct advantages over Satellite Navigation, not the least of which is a considerable saving in price.

As you can see there's absolutely no room on this page for discussion for Sat. Nav., so we'll have to wait until next month. Please remember we're not the ultimate authorities on this equipment, and that this guide is simply offered to help you ask qualified sales personnel intelligent questions. We certainly welcome your comments, particularly from those who've used their Lorans frequently.

– latitude 38



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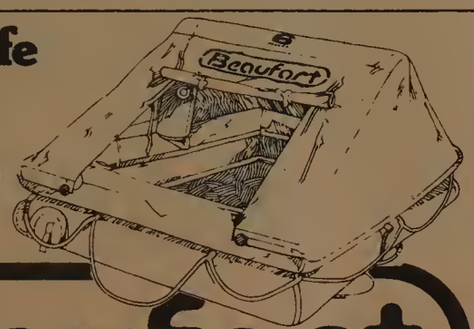
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His experience encompasses all levels of the marine industry, and his new responsibilities will include servicing the marine dealers, boatyards, manufacturers, and participating in local boat shows. Greg will be more than pleased to assist you in any of your painting needs and may be reached at our Burlingame office,

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ART CHRISTIAN

"For a ship is the noblest of all man's works — a cunning fabric of wood, iron and hemp, wonderfully propelled by wings of canvas and seeming at times to have the very breath of life."

Mutiny on the Bounty,
Charles Nordhoff/James Norman Hall.

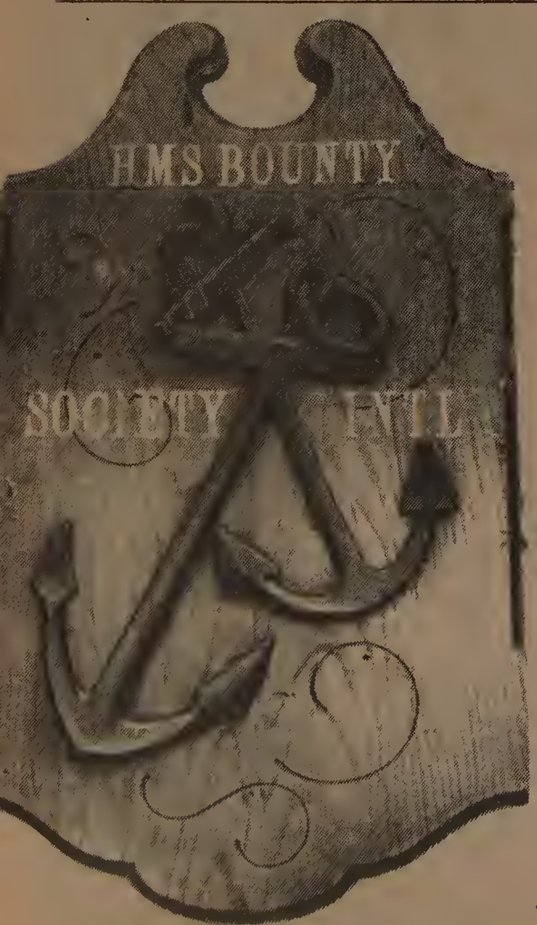


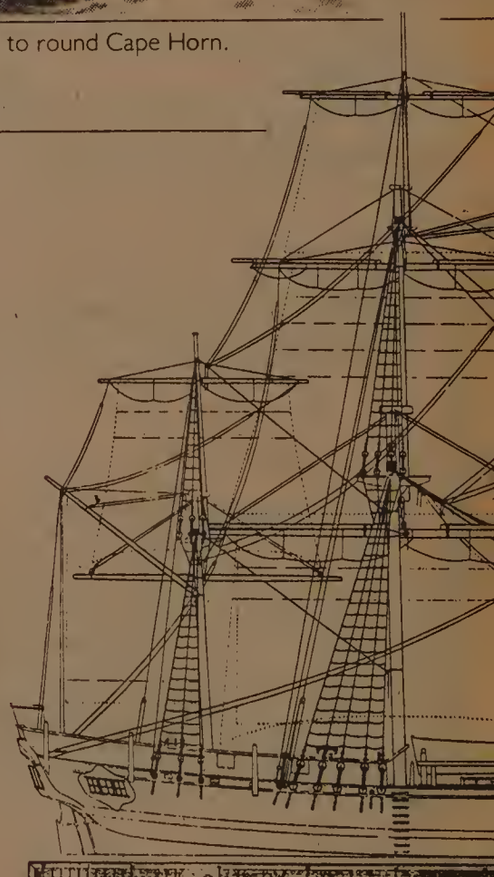
A painting by K. A. Griffen depicting the **Bounty** trying to round Cape Horn.

We all remember Marlon Brando as Fletcher Christian giving Captain Bligh, played by Trevor Horward, the old heave ho from the legendary vessel, *Bounty*. Was there really a Fletcher Christian? What became of him and the mutineers? Art Christian, member of the Tiburon YC, probably knows as much about the sequel to that story as any man alive.

"Coming out of that darkened movie house with my dad that night, I began whistling 'Rule Britainia'," the stirring theme used to highlight the movie's dramatic conclusion. "My dad said sternly, 'stop whistling, son. Don't sing that song around here.' He was upset. I was surprised at his reaction. The subject of the mutiny was not brought up again."

A plaque outside Art Christian's study.





Arthur Munro Christian, 54, 5'11', with soft, hazel eyes, father of five sons, was a pilot in World War II and flew for United Airlines for 29 years. He has enormous, weathered hands ('my dad's hands were so big his little finger looked like my thumb') and has an engaging manner. He explains, "In 1956, *National Geographic* opened-up the subject again with an article, 'The Bones of the *Bounty*.' Soon after came the Marlon Brando version of the *Bounty*. Around that time I was on a flight to Hawaii. My navigator asked me if I was related to Fletcher Christian and asked me a barrage of questions. When I replied that I didn't know much about the story, he turned away, disgusted. Feeling put down, I determined to find out all I could about my ancestry. Once I started, I just got totally wrapped-up in it. Some would call it a hobby; others might call it a moderate obsession."

The library in Art Christian's Paradise Cay home reflects the enormous zeal of his research efforts. Books and articles on related topics — Pitcairn Island, the mutiny trials, Sir John Barrow — spill off cluttered shelves. Charts of the Tahitian Islands cover the walls, along with a family tree, a coat of arms, oil paintings of natives, ships and ancestors. There are models of the HMS *Bounty*, a fragment of a *Bounty* cannon, rare books and other memorabilia. Christian corresponds with relatives, obtains historic documents and has founded the H.M.S. Bounty Society International and is establishing a library on Norfolk Island, 950 miles northeast of Sydney, Australia, where most of the mutineer's descendants live today. Art has traveled to that scenic island three times, once to bury the remains of his father, who, in his old age, expressed a wish

BOUNTY DESCENDENT

to be buried on Norfolk.

How did the "islanders" end up on Norfolk Island, west of Tahiti? "As you may know," explains Christian, "the *Bounty* originally was commissioned by the British to go to Tahiti to transport the breadfruit plant to the West Indies as a food staple for the slaves working on the sugar plantations. After they left Tahiti with the "nursery" on board, the mutiny against Captain Bligh occurred, lead by Fletcher Christian, the first mate. It is not unlike the story of 'The Caine Mutiny', which was probably modeled after the *Bounty* story.

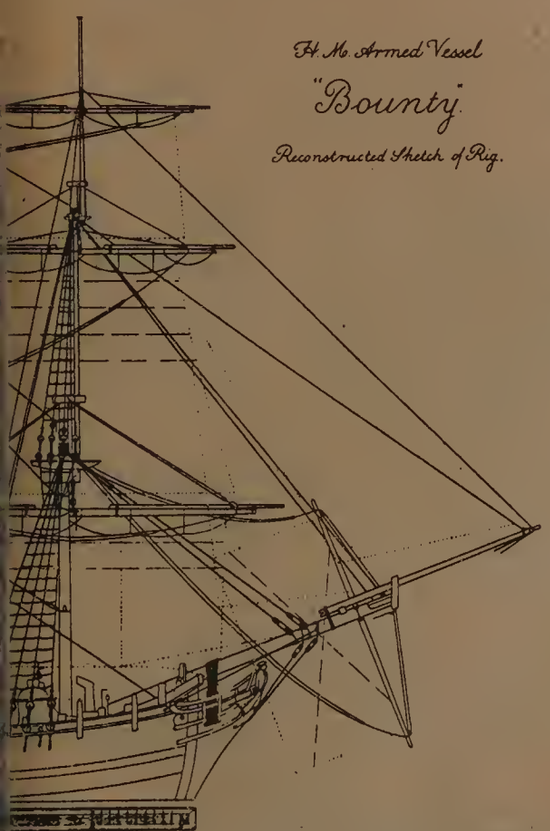
"I've looked over many records and documents. It seems to me that my great, great, great grandfather was driven to it — if you go on all the little statements, putting yourself in the situation. Bligh was really troubled after they left Tahiti — his behaviour was erratic, he gave contradictory orders, maybe he had contracted a tropical illness. In any case, Fletcher Christian as second in command was taking the brunt of Bligh's bad humor. He pleaded with Bligh and Bligh was insulting. Maybe if they hadn't been away so long, or maybe if they hadn't been such a great distance from home, the mutiny wouldn't have happened."

But, in fact, on April 28, 1789, the ship was seized and Captain Bligh and 18 of his followers were set adrift in the ship's launch. Christian, with 8 other mutineers, knew the Navy would be looking for them so they searched for a place to hide out. They finally landed at Pitcairn Island, which was off course by 120 miles on the charts, on January 15, 1790. They were 9 mutineers, 6 native men and 12 native women. The Island was uninhabited. They stripped the *Bounty* and burned it on January 23, 1790 — a day which is celebrated and re-enacted today.

"But their troubles weren't over," explains Christian. "First, there were 15 men and only 12 women. Secondly, the English had kept the Tahitian men as their servants, not equals. When they had taken Pitcairn, the Englishmen decided to divide the land solely among themselves. Eventually the native men took revenge. One day they borrowed the Englishmen's rifles, supposedly to hunt boar. Instead, they massacred five of the English sailors, including Fletcher Christian. The remaining four Englishmen finally overcame the natives, but only after the five deaths. By 1800, John Adams was the only English sailor still alive on Pitcairn with the wives and children of the mutineers.

"A number of wives went back to Tahiti but in 1831 when a severe influenza epidemic broke out there, most returned to Pitcairn. Life was difficult on the Island. Queen Victoria offered Norfolk Island to the Pitcairneers when the British closed their penal colony on Norfolk. One hundred and ninety-four of them moved to Norfolk, including my great, great grandmother, one of Fletcher's three children. Much of my family still lives there.

"When I went to bury my father on Norfolk, I took four of my sons with me. They were in their teens at the time. We were welcomed heartily. All the Islanders are related; there has been a lot of intermarriage. They still have many of the Tahitian ways. All Islanders are responsible for each other. No child will go hungry on the island. My kids thought they were in paradise. There is no need for any restraint on the island; kids just take off.



Sail plan of the **Bounty**. The movie version was more photogenic.

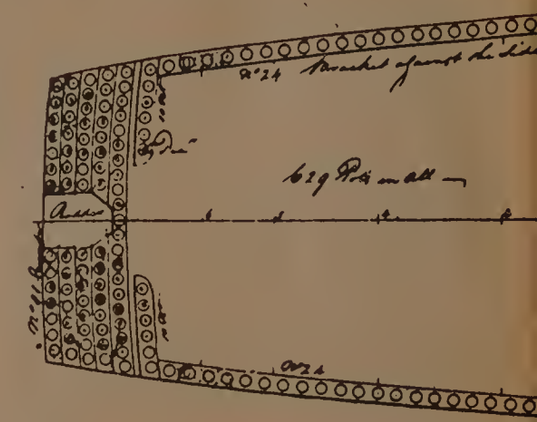


Remains of the **Bounty**; two cannon shards on the left; a sheathing nail on the right.

A miro wood carving of a flying fish, done by the **Bounty** decendents on Pitcairn Island.









Art and his son, Calvin, visited the **Bounty** used to film the movie in the early '60s.

"Norfolk today is a vacation spot with 2,000 permanent residents. It is a duty-free port. There are several hotels. New Zealanders winter there — it's a lovely spot.

"Many of the Islanders have gone to sea over the years. Men and boys were recruited to work on whaling ships in the 1800s. My uncle, Charles Parkin Christian, was on the *Charles Morgan* — that's a story in itself. My father and a bunch of his teenage friends joined ship in the early 1900s and helped lay the Pacific cable to Fanning Island, then he later became a ship's electrician, met my mother, (an Australian girl), and moved to San Francisco."

It seems that the *Bounty* has had far-reaching effects throughout the family. A cousin in England, Glynn Christian, is just



The deck plan of the **Bounty** — the small circles represent breadfruit plants, making the stern a floating nursery.

publishing a book on a recent expedition to Pitcairn, which Art helped arrange. Local Marin film maker, Ted Cochran, photographed the project.

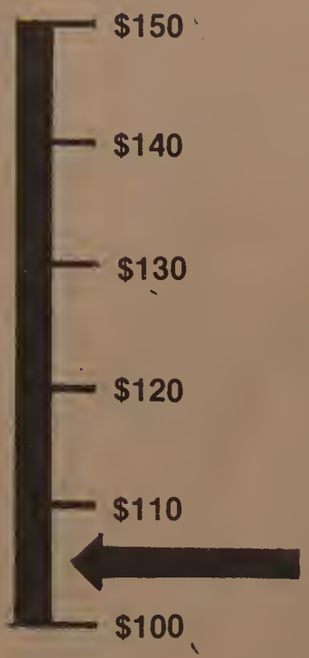
"It's easy to get caught up in the drama," says Christian. The history is endlessly fascinating. Each vignette has its own revelations. Right now a television producer is contemplating a 'Roots'-type mini-series on the *Bounty* experience.

"I could get into that," says Art with a twinkle. "True, I enjoy sailing on San Francisco bay, the activities at the yacht club (Tiburon YC), and my work with the Flotilla Command Sausalito/Tiburon Coast Guard Auxiliary. But someday I hope to retire on Norfolk and return to my past."

— marilyn yolles



Art Christian in his Tiburon study.



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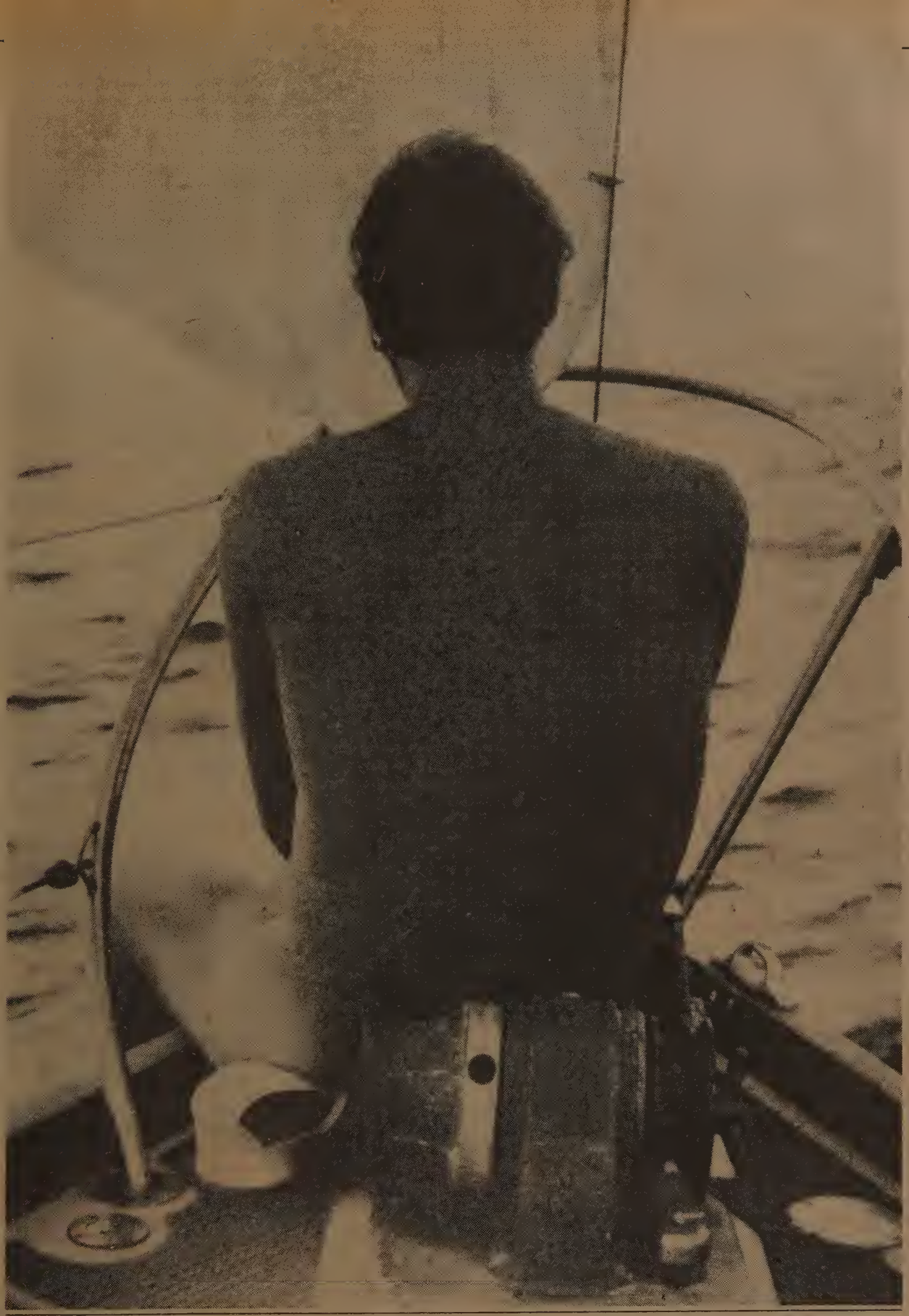
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INNOCENTS ABOARD

Our first ocean passage. Somehow, actually setting out seemed anticlimatic, almost trite. We've read so many articles and books about passagemaking that it's hard to write anything original, and even our feelings about it seem unoriginal.

Whether it was all the reading, experience with the boat in various weather and seas, or the fact that we'd really completed final preparations in Puerto Vallarta nearly a week before, when we left Cabo San Lucas early Sunday morning December 14 we felt ready. The engine that had given us so much trouble earlier in the year had been running consistently for two months, and we were fully provisioned: fuel, water, canned goods, emergency equipment, and durable produce

(potatoes, cabbage, onions, oranges, carrots).

As we motorsailed in clear weather out past Cabo Falso, it was hard to believe we weren't just off to a new port a few days away. We put the fishing pole out, watched for ships, and replaced things that fell across the boat as she rolled in the swells — all perfectly normal coastal cruising activities. I did take a noon sun sight, even though we were within sight of land. We used the "equal-altitude" method of getting longitude at noon for the first time, "proving" we were still 10 miles east of Cabo although we were clearly 20 miles west. Oh well — Hawaii is big and high. If we can get within 30 miles we can find it, and I'll improve with practice, I said.

According to *Ocean Passages for the World*, and the Pilot Charts, we couldn't really expect trade winds for the first 1200 miles. The first five days out we hardly had any wind. The 150% genoa was up constantly, and we had extensive discussions about whether we should just motor out to where the wind was, or conserve fuel to keep batteries charged on what might be a 6-week passage. My arguments in favor of conservation prevailed, and there was enough wind that we were able to average nearly 100 miles a day with motoring an hour or two when our speed fell below 2 knots.

We kept the fishing pole out most of the time, and caught a dorado every couple of days. With no refrigeration, we ate as much as we could and dried the rest, cutting the fillets into thin strips and marinating for a few minutes in soy sauce and Worcestershire. I made a small net bag to keep the dried fish in, and we acquired enough to last as snacks for a month.

After a week or so, we settled into a routine. We took watches at night, each for about three hours, starting after an early dinner. Although we saw no ships after the first day, we'd heard enough stories about near-misses with freighters to make us think keeping watches worthwhile. Four 3 hour watches pretty well covered the long hours of darkness this time of year. We learned to sleep in the short off-watch time, but it seemed like we were always tired. One of us often slept late in the morning, or took an afternoon nap. Maybe the biggest disadvantage was that we hardly had any time together, even though we were always within 33 feet of each other.



Merry Christmas to Betty Ann.

About 600 miles off the coast, the weather turned cool and cloudy. The cabin temperatures were in the mid-60's at night, quite a shock to our systems after 90° in Mexico all summer. We wondered whether our entire stay in Hawaii would be miserable, until I thought to look at the Pilot Charts that show air and water temperatures. Apparently the cold current running down the California coast pushes cold water way south before it turns west and warms up in tropical latitudes.

At least the changing weather brought wind, at first on the beam and then more and more aft. By the ninth day out, at about 125° W., we were sailing wing-and-wing for the first time and averaging over 140 miles a day. We took the genny down for the first time, and after several days of experimenting learned that the self-steering would only work well dead downwind when the sails were well-balanced. Somehow this, as so



Merry Christmas to Larry.

many things, we had to learn through experience. Occasionally we'd be sailing with the genny and double-reefed main to reduce weather helm the point where Granny could handle it.

Things generally went pretty well the first couple of weeks, but a few minor problems cropped up. The door handle fell off the head, locking Larry inside one rough cloudy night. On the same watch the snapshackle at the bottom of the boom vang broke, allowing a couple of wild gybes before we rigged a preventer line from the end of the boom forward.

The forward water tank, that we'd thought held 40-plus gallons, ran dry after only eight days. It turned out to hold only 23 gallons, and we began moderate water conservation by only bathing in salt water. When you're tired and dirty enough, salt water heated in a Sun Shower feels mighty good!

And probably the least of our problems: a small Blackjack computer that consistently won all my money on night watches, but was at least entertaining, used up its batteries. We had carefully provided spare batteries and bulbs for every apparatus on board, but Blackjack was a late gift, and though it used the same kind of batteries as the sextant light, I figured of the two I'd rather be without Blackjack.

The days weren't as monotonous as we'd thought they'd be. We'd figured on long hours in our favorite activity, reading, but kept being interrupted by the boat demanding attention. When things were going well, self-steering and sea relatively calm, I'd make bread or a special meal. One notable one was toasted Reuben sandwiches: chipped dried beef, sauerkraut, Cheez Whiz, and homemade rye bread. We usually only had two meals a day. More were just too much trouble, and we weren't really active enough to need much food.

We had planned Christmas to be a special event of the passage, shopping for each other's presents before we left Mexico. We talked for days about Christmas dinner, and even arranged a special Christmas Eve party. The boat and weather conspired to make it really special, both good and bad. The good part was a display by a herd of pilot whales, leaping and whistling around the boat for about an hour. Larry decorated the cabin with tin-foil stars and paper chains, and we wrapped our presents and tidied up the boat for the "party".

Then the bad part: an unusual noise from the engine compartment. I looked, and water was flooding in. Diagnosis: it was being pumped in by the engine somehow. The bilge was nearly full. Christmas Eve didn't seem the time for major repairs, so we shut the engine off, noticed the flood had quit, pumped the bilge, and added it to the list of things to fix. While looking around at the engine, we noticed a hose clamp had fallen off the galley sink outlet and the hose, only a few inches above the waterline, was loose. Larry refastened it by hand and added that to the list, too.

The "party" was going nicely — egg nog in bed, classical music on the tape deck, reading Christmas poetry to each other — when the boat took over again. A loud slam from the backwinded main called us up on

INNOCENTS



Ho, ho, ho!

deck, and we had to free preventers, etc., to get sailing again.

At that point, Larry summed up passage-making with "On the whole, I'd rather be in Philadelphia." Since we were 1100 miles from Mexico, and 1400 miles from Hawaii, he didn't really have that option. We were pretty discouraged, but all we could do was press on. At least the wind was mostly aft, but over the next few days it was either pretty strong or non-existent, and it was cloudy much of the time, just enough to make us worry about how bad the weather could get.

We listened to WWV on our Radio Shack Time-Cube a couple of times every day to check on the weather. They never mentioned anything near us, but the fifteenth day out brought high, thin clouds and warmer temperatures that felt "funny". The clouds thickened over the next day, and the winds and sea increased gradually. The wind eventually shifted around to the south and the barometer fell, and we were in our first gale at sea. It was more annoying than anything else. It rained heavily, and we had to keep adjusting sails and steering to cope with the changing wind. It was too rough to be interested in food, although I finally produced soup after a day or so because I thought I ought to. Food seemed to help our queasy stomaches more than Dramamine. Fortunately neither of us were actually seasick, just uncomfortable.

In the midst of all the rough weather we were idling the engine to recharge batteries when it pulled its old trick of gulping air through the fuel lines. We thought about just leaving it dead, but the next day we were becalmed, and frustration at the thought of full fuel tanks led to efforts to get going again. Just bleeding it didn't work, so a day or two later Larry emptied a cockpit locker to get at the fuel pump, tightened several loose fittings, bled it again, and it worked. While into the engine, he fixed the other things on the list.

After the gale passed, we were much more optimistic. The boat was in operating order again, and we were within 700 miles of Hawaii, less than a week with fair weather. The Pilot Chart showed us on the ship route from Panama to Honolulu, so we kept close watch. We saw one ship pass on the horizon at dawn the twenty-second day, and tried to raise him on the radio without success.

About three hours later we were sitting in the cockpit talking, and I happened to look up behind the boat and saw a *building*! It was actually the superstructure of a huge freighter that was tip-toeing behind us. If we hadn't seen him and steered a more northerly course, I believe we would have collided. As it was, he passed less than a quarter of a mile away. We saw no one on deck, and got no response to a radio call on Channel 16. Everyone has a "near-miss" story it seems; at least ours happened in broad daylight and good weather.

One morning we found a flying fish lying on the cockpit floor. We really felt like old salts! We'd weathered a gale, had a close encounter with a ship, sailed down the trades, and now a flying fish in the scuppers. We had two tiny fillets for breakfast. Another day a small flying fish became bait — we hadn't caught a fish since near Mexico, and we were getting hungry for one. A big strike took the bait, hook and all, and another few minutes later took our best feather lure and several feet of line. We never saw the fish, and had no more luck until just outside Hilo when we got a small tuna.



It looked like a building to begin with.



Bang!!!

More signs of land: Booby birds, like the one's we'd seen along the Mexican coast, more trash and vegetation in the water, and finally a series of star sights one morning that put us just 100 miles from Hilo. We anxiously peered at each cloud bank hoping to see land. Somehow I couldn't believe there was really anything there. Navigation seemed just a ritual to go through. And then — RADIO-fall. Not landfall, but radio-fall. Every day or two we'd tried the VHF weather channels to see if we were close enough to receive, but no luck. With no AM radio on board, we had trouble believing Hawaii existed. But at about 10 a.m. on Day 26, January 9, we heard a Hawaii weather report loud and clear.



Stowaway.

Landfall finally happened just before dark that evening, with the tops of Mauna Loa and Mauna Kea showing above a cloud bank, directly in front of the boat. We raised the navigation light at Cape Kumukahi around 10 p.m., and sailed all night in light air with land smells all around.

Larry noticed a strange feeling of being crowded as we approached the land, even though we were 30 miles offshore. There were lots of lights on shore, fishing boats and ships passing, and it all seemed awfully close after seeing nothing for weeks.

Around 4 a.m. the wind quit, so he started dropping sails to motor in. As the main was about half down the sea got him one more time: a big puff of wind and a rain squall. He got it furled and sailed under genny until I woke up, then we motored for six hours to Hilo.

It's one thing to find an island, something else to find an unfamiliar port on an unfamiliar coast. I wished out loud for a big ship to come by headed for Hilo to make things easy, and about an hour later there one came! We followed it in and anchored near a bunch of other sailboats, in what turned out the be a mooring area for residents. Never mind — we'd made it!

We broke out our precious bottle of Mexican champagne, and had another anticlimax. The cork, instead of cheerfully popping, broke off, so we had to push it in. Oh well — it's the symbol that counts.

For our first ocean passage, we feel we did pretty well. We arrived with plenty of fuel and water left, and used less than one tank of propane. The only major thing broken at trip's end was the bow running lights (corroded wiring).

Would we do it again? Sure, but just to get somewhere, not for the fun of it. "On the whole, I'd rather be in Philadelphia."

— betty ann moore

Editor's Note: Although Larry and Betty have several more installments of 'Innocents Aboard' to be published, they left Dove *in Hawaii several months ago and resumed their careers at I.B.M., their one-year 'once-in-a-lifetime' leaves expired.*

Betty confided in us, however, and said, "We're not sure, but we may have just come back to earn money to keep on cruising." Then on May 17th the news came: "We've decided! Larry resigned from I.B.M. last week, and we're in the process of sailing out so we can get back to Dove *ASAP and go sailing."*

So you can look forward to more articles from them, the future ones from the South Pacific. Meanwhile, if you're needing experienced crew for a trip to Hawaii in July, you might check out Betty Ann and Larry's Classy Classified this month.

RETURN OF

"Here comes a sting, a black one! Swing, mate, swing! We got the big washing up, so spring the main and jib. That's tje go, good on ya' mate."

You'll hear those expressions and more from June 23 to July 3rd as the International 18 sailors return for the second Coors U.S. Open 18 Foot World Championships. That is, if you can stay within earshot of these carbon fiber bombshells as they skip across the bay.

Yes, the Aussie 18's are coming back, led by the invinciblee Iain Murray and his *Color 7*. Last year Murray and his crew of Andrew Buckland and Don Buckley trounced everybody in the Coors Open. During the past year Down Under they've repeated as both Australian and World Champs, winning the latter in a clean sweep for an unprecedented fifth straight time. They'll be shooting for a repeat win here, after they've had a shot at the Silhouette Vodka sponsored North Americans in Newport, R.I. during the second week of June.

Just to add a little fun to the trip, Murry and fellow-countryman Peter Sorenson, skipper of the *Fila* boat, have thrown down the gauntlet and challenged any American monohull under 50 feet to beat *Color 7* in a best two out of three series. The challenger can name the race course and the winner takes home a cool $20,000. Now *that's* racing for keeps!

Ten boats are signed up for the Coors Open. Heading the list is *Color 7*. Also returning for another go-round are Peter Sorenson, sailing the *Fila* boat with Matt Colman and David Stephens; as well as John Winning on the *Silhouette Vodka*. Winning plans to share tiller duties with Gary Jobson, Ted Turner's Pancho Villa.

The Shah brothers, Pakhtun and Naim, who got 18 racing off the ground here on the bay, will each be sailing their own boats. Pakhtun drove *Lyasight Colorbond* with Naim on the wire during the 1980-81 Australian season, showing some good turns of speed in the national Championships in Sydney Harbor. Pakhtun will keep the helm aboard *Colorbond*, while Naim takes over on an American sponsored boat, most likely to be named *Coors Light*. Locals Zack Berkowitz and Jeff Madrigali will crew for him.



18 crews hike-out on racks; this year's racks are almost twice as wide.

Co-organizers for the American tour are Vito Bialla and Mike Turner, who'll be racing

THE AUSSIE 18's



SHIMON-CRAIG VAN COLLIE

the regular *Coors* entry. You might have seen them slashing up the bay waters this spring in preparation. Trevor Bayliss, whose dad used to race 18's in Sydney Harbor 30-years ago, will fill the third position.

Other hometown favorites are Dave and Joey Hulse with Bard Chrisman on *Hulse-Chrisman Spars*. They were the sparmakers who had trouble keeping their spar up last year, but hopefully a year's worth of testing will stand them in good stead. 18's, you must understand, are quite unlike any other monohull and are difficult to learn to sail.

The potential corporate benefits from sponsoring professional sailboat racing has not gone unnoticed here in the U.S. Coors has obviously embraced the concept wholeheartedly, and the latest entry into the fray is Celeste Pizza, a division of Quaker Oats, who decided to pick up the tab for one of the entries. Both Coors and Celeste will have large charter boats out on the bay for their brokers and distributors to observe the proceedings. Just think of it — beer and pizza in an ebb tide chop!

The reported prize money for the regatta is $10,000. It'll be interesting to note how the recent USYRU decision on Professionalism — if you compete for prize money without first stating you won't accept it, you run the risk of not being able to compete in certain other classes — affects American entries. The Aussies, on the other hand, couldn't give a damn.

Got a hankering to see the wildest monohull action in the world? Well, there are several possibilities. Shoreside, the best advantage points will be the City Front from Crissy to Gas House, and up on Yellow Bluff over in Sausalito. For $9.00 you can go out on one of the Red and White fleet boats on either June 27 or 28, probably the best opportunity for photographs. You'll get a three-hour cruise chasing the boats around the course; a full bar and snacks will be available. Tickets will be sold in advance, so call the San Francisco Yacht Club (435-9133) for complete details. The 18's will be based at SFYC for the regatta, and it's a kick to come and look at one of these contraptions while it's standing still — once they hit the water, they're gone!

Still trying to decipher the paragraph at the start of this story? We gotta admit we lifted them from an article that *Color 7*'s Andrew Buckland wrote after the final race of last year's Coors Open. With the regatta well sewn-up, Iain Murray and Don Buckley



Color 7 will return — wanna bet $20,000 you can beat her?

decided they'd try their hand at race committeeing while Vito Bialla and Paul Cayard filled in on *Color 7*. This is Buckland's account of that harrowing experience!

Everybody knows that Americans, New Zealanders and Australians, talk the same language . . . English. This assertion was put to the test in the last race of the Coors U.S. Open World 18 ft. Sailing Championships.

Regatta Chairman, Vito Bialla, and sometime crewman, Paul Cayard, substituted for *Color 7* skipper, Iain Murray, and forward hand, Don Buckley, leaving yours truly sandwiched between two confident "Ah, it can't be that hard" Americans. Very interesting when you consider that Vito had never steered from the wire before, and the past races had seen the bay at 20-35 knots!

First boat rigged and sailing — we paddle through the calms at S.F.Y.C. and beat toward Yellow Bluff, with Vito wobbling his way onto the wire, Cayard betting he can beat me onto the wire after every tack, and fortunately the lightest air of the series.

Communication seems a problem as Paul (Cayard) has the control lines mostly at his end, and I know which is which . . . "ease the red one 3 inches" . . . "spring the jib" . . . no action. Now, to me that sounds like a totally logical thing — but Cayard looked bewildered. "Spring the . . . jib." Blank looks. "Ease the . . . thing two inches." Aha: Spring means ease!

"Sting coming! Swing! Swing!" Now to any Australian worth his salt this indicates hard gust (sting) and get your body out there (swing). But not to Cayard. I explain the words of four letters and one syllable.

Somehow we get back to the start line and find ourselves head to wind at gunfire as Vito learns that 18's carry no way at all. Our cohorts Murray and Buckley figure that a general recall is a good thing. Reprieved we do it right, two-tack the first beat and lead at the weather mark. Its fresh (i.e.-20-25) there and we run main and jib a little of the way toward Harding Rock, then bear away. More blank looks and we teeter on the brink of a watery end. Vito learns that the hull must be under the rig to a hitherto unprecedented extent.

We set the kite (spinnaker) and the skipper must tail the brace (pull the guy). Vito doesn't understand, and Paul thinks I'm talking about the stump or some other imagined Antipodean oddity to fit on the pole.

Some more use of the universal expletive and we fly down to Harding Rock. I explain the drop procedure and we round shakily, but Vito is all smiles. Cayard has given up racing me across the boat, so we settle down to discuss the tactics approaching the Crissy mark. Our super local knowledge team is outknowledged by some dumb Australians and we lose the lead.

Vito has by now settled down and is driving the boat really well, and we have broken more sides of the language barrier. We race on to second place and translation of many terms: plus two converts to 18' sailing.

Glossary of some Australian sailing words:

Sting — hard gust
Swing — move your ass
Black one — sting
King (of Spain) — rain
Brace — guy
Big washing — largest possible *#1* rig in 18's
Spring — ease sheets
Stump — pole extension (now used only on 12' & 16' skiff
Spanner — wrench
That's tje Go — it's good
Kicker — foreguy
Good on ya' mate — nice going
Blowing the oysters off the rocks — a gale
Blowing the dogs off chains . . .

— latitude 38 *suc*



Loading up to go to Newport, R.I., for the North Americans.

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2:00 P.M. Heat 1

THURSDAY, June 25, 1981
2:00 P.M. Heat 2

FRIDAY, June 26, 1981
Lay-Day
4:00 P.M. B.B.Q. — Public Invited (fee)

***SATURDAY, June 27, 1981**
2:00 P.M. Heat 3

***SUNDAY, June 28, 1981**
2:00 P.M. Heat 4

MONDAY, June 29, 1981
Lay-Day

TUESDAY, June 30, 1981
2:00 P.M. Heat 5

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Latitude 38 magazine

MAX EBB

Some people complain that racing on the bay isn't as much fun as it used to be. They say that just a few years ago all the competitive sailors were good friends, and that the post mortem back at the club after each race was at least half the fun.

They may have a point when you consider how some of the bay races are run. The boats converge on the starting area, they race around a standardized course, and then scatter to all parts of the bay with most of the participants never knowing who most of their competitors were.

But when the whole fleet rafts up at Vallejo or Coyote Point, it's a different story. This is when everyone has a chance to take a close look at some of the other boats and find out just who it is under those sail numbers out there, not to mention the socializing and inevitable carousing that goes on.

I went to Coyote Point this year, which gave me the opportunity to see how Lee Helm, my naval architect friend, was doing on the boat she had been crewing on lately.

"Hi, Lee!" I shouted as I finally fetched up within hailing distance after a perilous voyage over 19 sets of lifelines. "Have a good race down?"

"We did okay," she answered. "Why don't you come aboard and have a look at the boat?"

"Love to," I said as I straddled the last two lifelines. "For years I've been wondering what it is that makes an old turkey like this win so often." (The owners were not visible.)

"I hate to disappoint you, Max, but you won't see anything very unusual, or even sophisticated. How did you do today?"

"Probably third in class," I answered. "I lost a few boats at the start, and then missed a shift up by Crissy that put us way back, but we gained most of it back by staying closer to the City on the way down to Blossom, instead of going out towards Alcatraz the way most of the fleet did. The tide was a little worse inside, but the wind was a lot stronger."

I had already described the race strategy several times, so I was busy surveying the boats instruments and deck gear as I spoke. Aside from some rather large winches, there was nothing visible that would usually be associated with a very competitive racer.

"We lost a place by going too far north between Crissy and Blossom," she said, "but we held off everyone else most of the way to the finish. Like to see what's below?"

The interior was surprisingly spacious and well-fitted out, but I was mostly interested in how the nav station was set up.

"I see they use one of those funny course plotters," I said as I noticed a clear plastic mechanical device with two compass roses and a little sliding plastic T-square built into the top.

"Actually the course plotter is mine," she admitted. "On a boat with a decent size chart table, any kind of plotting instrument works fine. But when you don't have a perfectly flat surface to work on, or when you can't unfold enough of the chart to include a compass rose, this is the only one that still works accurately. It's called the 'Director Instrument' and it's made in Sag Harbor, New York, or someplace."

I picked up the device while Lee continued to proselytize.

"One of its big advantages is that you can pre-set it for magnetic variation, so magnetic courses and bearings read directly from the red arrow. No more adding and subtracting 17, like with the aircraft type plotters. Also, you read the course with the instrument still in its original position along the course line, so you can double check without having to slide around the chart."

She could see by the way I was manipulating the instrument's moving parts that I was completely baffled by how the device actually works.

"It takes about half an hour to learn to use it, but it saves five minutes every time you plot a course." (I got the impression that what she really meant was that it would take ME half an hour to learn — she probably had the thing figured out at first glance.) "Anyway," she continued, " once you get used to it everything else seems slow and cumbersome. Except of course for a drafting machine, which is what I'd use if I owned a boat big enough to have a chart table."

The next item to catch my attention was a sheet of paper lying on the chart table with an outline drawing of the coast, and little boxes labled for each of the weather reporting locations on the VHF continuous weather broadcast.

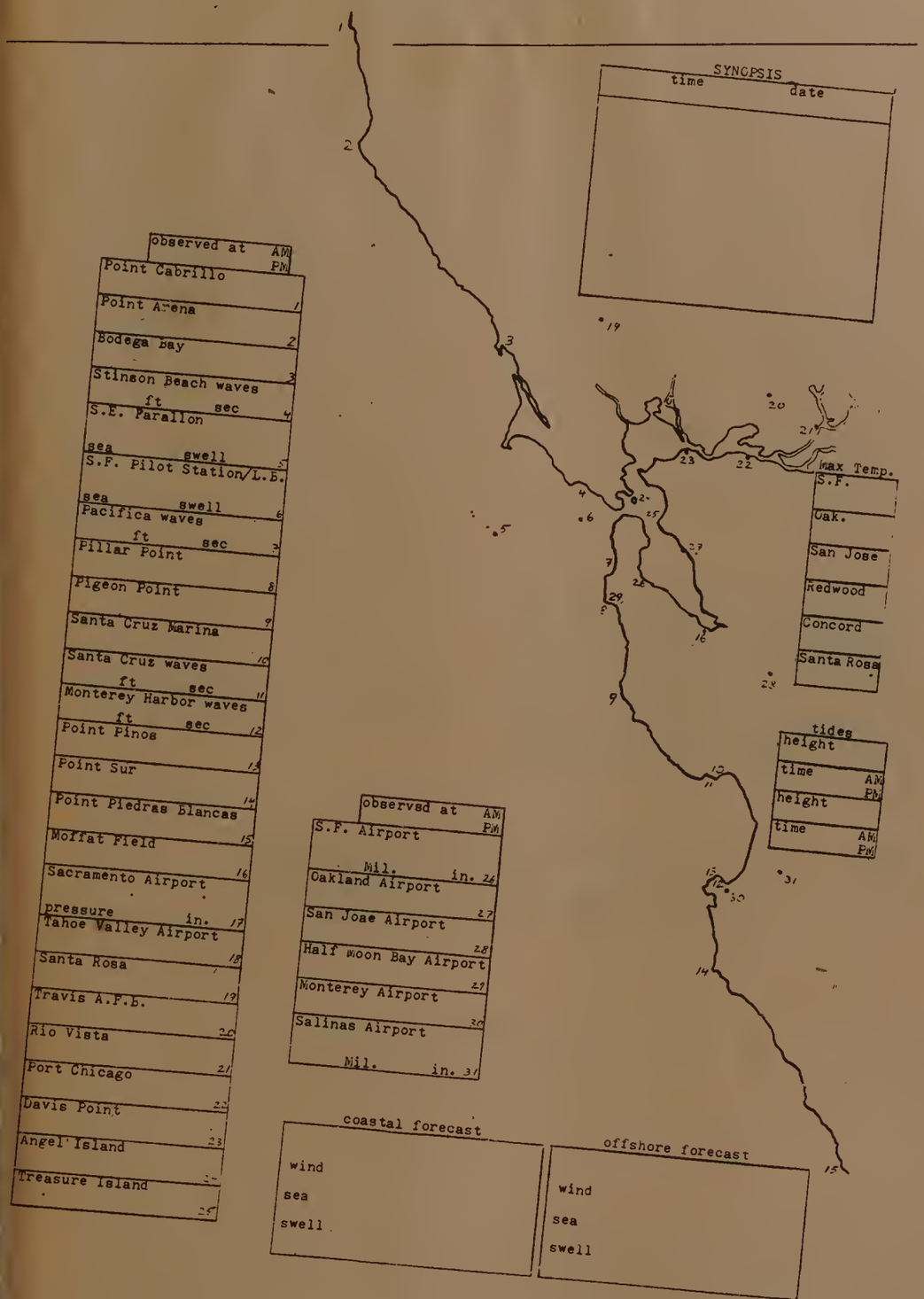
"Where did you get that from?" I asked. "It sure looks useful."

"Oh, I made those up a few weeks ago," she said. "This way we only have to listen to the weather report once and we have all the data recorded for reference. You also get a better overall picture of what's happening when you can see all the stations located on a little chart. Here, let me give you a blank copy so you can xerox a few for yourself."

She opened the lid of the chart table and handed me one of her forms.

"Thanks, Lee," I said as I studied the form. "You know, I always wondered where

The maximum forecast temperature at Concord is a pretty good indication of how much seabreeze effect we'll have in the bay on summer afternoons — and the wind at Point Arena is the best preview of what we'll have in the ocean.



Lee Helm's wind chart.

Moffett Field was."

"Every bit of information helps, Max."

"Sounds like you put a lot of importance on those weather broadcasts."

"Actually we don't pay too much attention to them, except for a few key readings."

"Which ones?"

"Well, the maximum forecast temperature at Concord is usually a good indication of how much sea breeze effect we'll have in the bay on summer afternoons — and the wind at Point Arena is the best preview of what we'll have in the ocean in the next few hours. Angel Island wind speed can be useful when approaching the Gate from outside — the peak wind reported there is usually equal to the maximum wind speed on the central bay. Otherwise, I think direct observations are far more important than what comes over the radio."

I noticed a VHF and fathometer, but otherwise there were no instruments or electronics.

"I see you don't have a distance log," I said. "And there's no Loran or SatNav, either. How do you run an accurate DR without a log?"

"A log isn't as important as everybody seems to think, especially considering that on this boat the knotmeter only measures 'units' which are different on port and starboard tacks. What saves us is the fact that horsepower is roughly proportional to speed cubed."

"What does that have to do with dead reckoning?"

"You see, Max, if you can estimate the amount of energy being transfered to the water with, lets say, 25% repeatable accuracy, then you can estimate speed to the nearest . . ." she pulled a calculator out of the chart table and hit a few keys ". . . 8%. Now, energy transfered to the water shows up a noise, bubbles, foam, and the wave system generated by the boat. The important point is that a small change in speed results in a much bigger change in all these observable phenomena. So once you know how

A log isn't anywhere as important as everybody seems to think, especially considering that on this boat, the knot meter only measures 'units', which are different on port and starboard tacks.

MAX EBB

the boat 'looks' and 'feels' at various speeds, its not hard to estimate speed to within a quarter of a knot."

"I remember reading somewhere that measuring the location of the stern wave along the side of the hull was an accurate way to determine speed."

"That could be a useful method, especially at lower speeds. Remember that wavelength varies in proportion to speed squared. But getting back to the DR problem — lets say you're on a ten mile DR leg going five knots and your speed estimate is plus or minus one-quarter knot. Then after ten miles your distance uncertainty is plus or minus one-half mile in the direction of travel. Now consider your course. With compass errors due to heeling, unknown deviation, and steering errors, your course is likely to be off by three degrees or more. This is equivalent to . . ." she made another quick calculation ". . . 0.52 miles of side-to-side distance error. So there's no real advantage to be gained with an accurate knotmeter or log, except that the log accumulates distance continuously so you don't have to write down estimated speed with each change. And by the way — most people make the mistake of writing down the new course and speed whenever there's a change. What you really need is the old course and speed, averaged from the time of the previous change to the time of the current change."

"I know what you mean — before I had a distance log, I always had to go back and correct the log entry I had made at the beginning of the leg if there had been a gradual change in speed."



We talked some more about basic requirements for navigation instruments and were able to agree that a compass, a fathometer (preferably the flashing light type), and a RDF are all you really need for most local racing. Eventually I remembered that I had to get dinner going for my crew.

"Nice talking to you, Lee," I said as I turned to go up the companionway ladder. "I'm glad to see you can take the whole weekend off for sailing, with your job and graduate school and everything."

"Don't worry, Max. I haven't lost sight of priorities! See you at the club after dinner."

Coyote Point Yacht Club did a superb job of hosting the event. Even the band played just the right mix of New Wave, Swing, and Geriatric music to keep the dance floor packed all night.

A few years from now we'll undoubtedly be hearing people complain that racing just isn't as much fun as it was back in the early Eighties.

— max ebb

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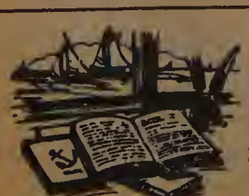
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41' S&S Yawl — really nice shape	try 65,000
46' Custom Ketch, aft cabin, line race record S.F. Bay	65,000
50' Garden Ketch, Cruise-Liveaboard, well equipped	135,000
55' Meese, Custom Ketch, cruise, charter, liveaboard	150,000

Many Other Listings To Choose From

BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

SELECTED LISTINGS

27' Buchanan English ketch MS, 1967, 4-107 dsl.	$18,959
35' Friendship sloop, 1964, Bristol condition	35,000
31' Angelman schooner, 1962, Hawaii & back 4 times	41,000
32' Dutch steel ketch, 1954, beautiful shape, good gear	32,250
34' Hanna Gulfweed ketch, 1973, Aries vane, excellent	65,000
36' Halvorsen "PEER GYNT" cruising sloop, 1947	65,000
40' Concordia sloop M/S, 1946, great boat	39,500
40' Linderman cruising sloop, 1967, cruise vet	68,000
40' Alden cutter, 1935, just returned from a cruise	58,500
41' Kettenburg sloop, 1967, great sailer	63,000
42' Alden cutter, 1940, veteran cruiser, outstanding	49,000
44' Islander custom sloop, 1974, very clean	80,000
45' Hand schooner, arrived last year from a 25,000 mi.	58,000
45' Explorer ketch, 1979, very clean with good gear	110,000
46' Campos heavy double-ended ketch, 1949	65,000
46' Rhodes C/B sloop, 1957, very beautiful, RVG vane	82,500
47' Cheoy Lee ketch, 1973, radar, A/P, must be sold	135,000
49' Clark English cutter, 1964, wonderful in every way	100,000
50' Columbia yawl, 1966, Tahiti & back 4 times, ready	94,600
50' Hedges stays'l schooner, 1974, excellent	225,000
52' Mower center cockpit ketch, 1938, cruise vet	65,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawl without notice.

Jane Rundell
Broker

CYBA

Richardson Bay YACHTS & INSURANCE

OPEN 7 DAYS A WEEK
From 9 a.m. to 5 p.m.

Clipper Yacht Harbor, Foot of Harbor Dr., Sausalito, CA 94965
(415) 332-3855

SELECTED BROKERAGE

SAIL

47' CHEOY LEE KETCH, '73	$135,000
45' BREWER KETCH, '79	115,000
44' SEA WOLF KETCH, '78	119,000
42' AFT CABIN SLOOP, '80	89,500
36' PEARSON 365 KETCH, '76	79,500
36' POLARIS, NEW, BASE BOAT	74,900
38' STEPHENS F. CLIPPER	66,500
32' ISLANDER, '77	52,000
28' COLUMBIA	19,500
28' HALLBERG SLOOP, '58	22,500
27' DUFOUR DIESEL	32,000
27' ERICSON, '73	25,000
26' DAWSON, '75	19,950

POWER

60' CHRIS ROAMER	550,000
50' CHRIS CONNIE	139,500
47' C&L SEA RANGER	175,000
38' CHRIS CONNIE	59,500
41' TRAWLER CHB	89,500
32' CRUISER	29,500

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

SAIL

41' YANKEE CLIPPER. F/G ketch, dsl., lots of gear	INQUIRE
40' TRINTELLA. '72 aft cabin ketch. Perkins dsl., autopilot, vane, & much more. European design built & maintained to highest standards w/berth in S.F. W. harbor.	140,000
40' ALDEN CUTTER '35. Volvo dsl., 9 sails, lots of cruising gear, extensively refitted in '78 & ready to go	$58,500
39' CAL. '80, Perkins dsl., Barients	$115,000
36' STEEL CUTTER. Dsl., vane, back from Marquesas	$68,000
35' PEARSON '69. Bill Shaw; clean, organized cruis'g boat, dsl., extras	$54,000
34' CUTTER. '34 double-ended, Mexican veteran	$14,000
34' TARTAN. '74, S&S keel, ctrbrd. design w/auto, windlass, lots more.	$42,500
33' PEARSON VANGUARD. Very clean.	$33,500
32' ATKIN THISTLE. Sturdy ferrocement dbl.-ender, Sabb dsl., more.	$26,500
30' YANKEE. '72, very clean with super rig	$35,000
30' DUTCH SLOOP. '59, Mahogany on oak, San Francisco slip	$21,000
30' BODEGA. Brand new custom sloop, dsl., VHF & more	$40,000
30' SPARKMAN&STEPHENS SLP. by North Star. Whl. steer'g.	$25,000
30' OLSON '80. Gleaming and super fast.	INQUIRE
30' DUFOUR ARPEGE. '69, cruise ready, fast; dodger, sails, dsl., elecs.	$29,900
30' WINDWARD '67. F/G, roomy cruising sloop w/diesel.	$23,000
28' SANTANA '78. Extremely clean, well equipped	$33,500
27' SANTANA '69. Spinnaker, 3 jibs, VHF, Evinrude o.b.	15,000
27' BRISTOL '66. Alberg-design. Gd. cruiser	$17,500
26' INTERNATIONAL FOLKBOAT '70.	$15,000
26' DAWSON. Aft cabin, shoal draft cruising ketch, inboard.	$19,000
25' SANTANA 525 '77. Headfoil system, spinnaker, Volvo o.b.	$13,800
25' O'DAY. Honda o.b., 3 sails, & Sausalito berth	$13,500
25' PETERSON '76. Like new, much gear & possible S.F. slip.	$18,500
24' MOORE. Super equipped, super clean, super fast.	$19,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizzare Snafu, please call & list your boat.

YOUR... NYLS ...BROKER

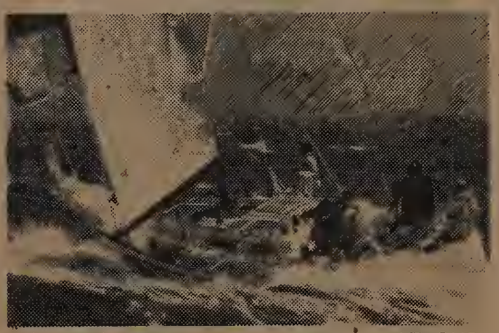
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WE HAVE ONE OF THE LARGEST INVENTORIES IN THE BAY AREA

Select Brokerage Listings



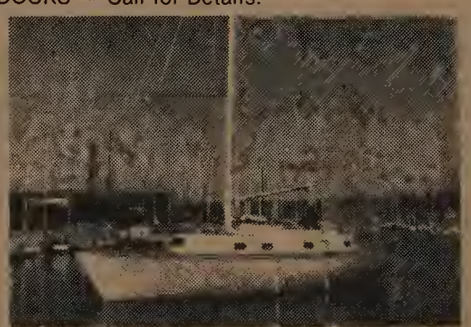
COLUMBIA 36, '69, 6 bags of sails; full instrumentation, dodger, twin headstays; shower + MUCH MORE!! $39,500/Offer.



NEW PETERSON 34 (sistership) — AT OUR DOCKS — Call for Details.



ISLANDER 44, 1975. Dsl.; want to sail to Hawaii in 13 days at an average of 10 knots? Come look at this gem & drool . . . If you want an Offshore Vessel — THIS IS IT!! *$89,000.*



NEW 34' AFT CABIN FORMOSA SLOOP — Volvo dsl., walk-through to aft cabin! Lots of teak, fully equipped. $72,000.



Special of the Month!

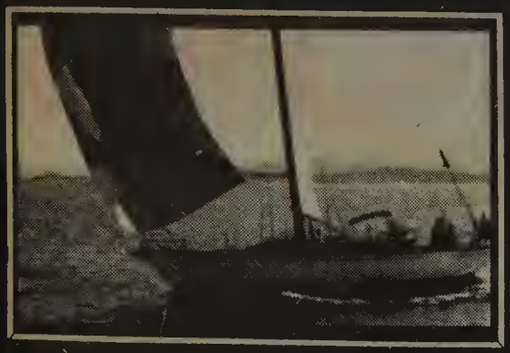
'76 CAL 2-27. Fully equip. & priced to sell. As clean a dream you want to remember. Perfection is the need of most buyers — this vessel fits the bill!!! *$24,500/make offer.*

17' MONTGOMERY w/trailer	$ 6,000
20' NEWPORT	2 from 4,000
20' BAY LADY	3,450
20' PETERSON MERMAID	4,500
20' CAL	6,000
21' BAYLINER BUCCANEER	6,000
21' VENTURE w/trailer	2 at 4,000
21' RUSSELL MARINE	5,000
21' VICTORY w/trailer	2,500
22'6" RANGER	8,350
22' SANTANA	7,000
22' TANZER with trailer	9,000
22' BRISTOL	6,500
22' COLUMBIA	2 from 5,500
23' HANNA GULFWEED SLOOP	6,000
23' RANGER	12,000
23' BEAR BOAT	6,950
23' CLIPPER MARINE	5,900
24' J-24	13,779
24' FARR 727, ¼-ton slp	14,500
24' ISLANDER BAHAMA	7,300
24' J-24 SLOOP, 1980	14,500
24' NEW ENGLAND SLOOP	3,950
24' COLUMBIA CHALLENGER	6,000
24' BRISTOL owner carry	12,500
24' COLUMBIA CONTENDER	4,000
24' ISLANDER	6,000
24'7" SANTANA 25' ¼ TON	13,900
25' CORONADO	9,500
25'LANCER	16,900
25' SEXTANT, 1969, dsl., f/g	asking 13,350
25' CHEOY LEE FLYER, cutter rig	4,500
25' RAWSON MONK	8,400
25' VENTURE	2 from 7,000
25' CATALINA	16,500
25' SEILDMANN	23,500
25' SANTANA 525	15,000
25' TRIMARAN	4,500
25' NORDIC FOLKBOAT	2 from 6,500
26' PEARSON ONE-DESIGN	17,500
26' PEARSON COMMANDER	11,500
26' GRAMPIAN	15,000
26' COLUMBIA MKI	10,500
26' RANGER	2 from 10,900
26' S-2 aft cockpit slp	20,000
26' INTERNATIONAL FOLKBOAT	2 from 15,250
27' NOR'SEA aft cabin slp	45,600
27' CAL 2-27	2 from 24,500
27' CHEOY LEE OFFSHORE MKII	26,000
27' ISLANDER	16,500
27' C&C	29,900
27' CATALINA	22,500
27' ERICSON	27,000
27' ALBIN VEGA	2 from 18,000
28' COLUMBIA	17,700
28' PEARSON	25,500
28' NICHOLS BUCCANEER	9,995
29' COLUMBIA 8.7	2 from 33,000
29' ERICSON	26,500
30' CAL	25,000
30' H-28 MODIFIED KETCH	2 from 19,900
30' ALBIN BALLAD	37,000
30' PACIFIC, Nichol design	14,000
30' ALBERG ODEYSSEY Yawl	27,500
30' CLIPPER MARINE	15,000
30' RAWSON PILOTHOUSE sloop	56,000
31' GOLDEN HIND	35,000
32' STEEL AFT CABIN sloop	35,900
32' BRISTOL	39,950
32' ISLANDER	51,000
32' CHALLENGER	47,000
32' PEARSON 323	59,500
32'6" PEARSON VANGUARD	35,500
34' FORMOSA AFT CABIN SLP	72,000
35' PEARSON ALBERG	37,000
35' S-35, diesel	23,500
35' WILLARD AUX. SLOOP	78,500
35' CAL	59,000
36' COLUMBIA AUX. SLOOP	39,500
37' IRWIN MK V	90,000
37' RAFIKI	2 from 78,500
38' FARALLON CLIPPER	50,000
39' IRWIN CITATION	63,500
39' ALLIED MISTRESS ketch	105,000
39' INGRID DBL. END KETCH	55,500
40' MARINER KETCH	85,000
40' CHALLENGER CUSTOM	75,000
41' CHALLENGER KETCH, dsl	105,000
41' YANKEE CLIPPER	75,000
41' MORGAN, aft cabin	97,000
41' BENNETT FLUSH DECK KETCH	47,500
41' CT 41' AUX. KETCH	2 from 75,000
42' WESTSAIL	150,000
44' ISLANDER KETCH, dsl	89,000
44' SEA WOLF TRUCK CABIN KETCH	116,000
44' RHODES MOTORSAILER	110,000
44' HARDIN BOUNTY ketch	110,000
44' PETERSON cutter	115,000
45' PORPOISE DSL. KETCH	175,000
45' FREEDOM KETCH	189,500
45' SPARKMAN & STEPHENS M/S	55,000
45' FRANZ MAAS CTRBRD. YAWL	110,000
50' HARTOG AUX. SCHOONER	26,000
50' PEREGRINE (Contessa)	110,000
51' FORMOSA PILOTHOUSE ketch	156,500
52'8" PASSAT AUX. KETCH	120,000
55' ROBERTS 550 ctr. ckpt. cutter, dsl	145,000
60' HARTOG CUTTER (Hull)	20,000
60' BURGER (Rhodes) CTRBRD. YAWL	200,000
61' ANA MARIA gaff-rigged sloop	225,000
63' ULULANI CLASSIC KETCH dsl	Offers

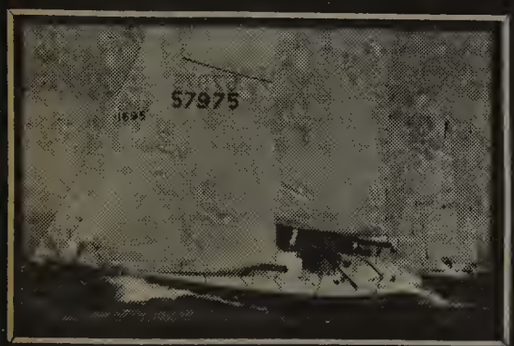
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No. 12 Marina Blvd., Pittsburg (415) 432-8722
3424 Via Oporto, Newport Beach (714) 673-5200

City Yachts



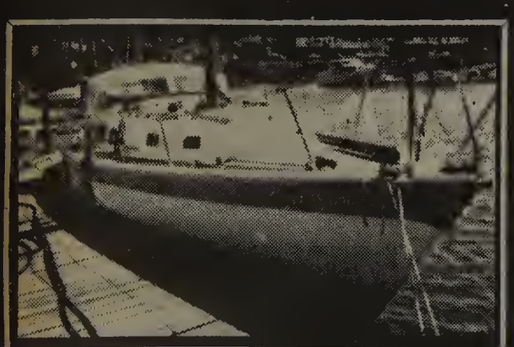
CHEOY LEE 41 SLOOP. Alum. mast, Barient winches, spinnaker & gear, Loran, VHF, complete instruments. One of a kind — must see. Inquire.



"PENDRAGON" — World ¾ & 1-Ton Champ, incredible sail inventory, own a custom racer & win the Danforth Series or ? Call us today for details on this winning boat.



SWAN 43 — Classic S&S-design, outstanding cruiser w/jib furling, anchor, windlass, etc., beautiful cond., Nautor const., detail & value at it's best. Asking $139,000.



CAL 33 — Veteran of numerous Coastal & TransPacific voyages. Comfortable cruiser & competitive racer, too much gear to list. Asking $42,500. At our docks.

Paul Kaplan, Christine Kaplan, Mary Jo Foote

SAIL

22' COLUMBIA	$ 5,900 ★
22' SANTANA	10,000 ★
23' KELS COASTER	7,700
23' BEAR	2 from 5,800/offer
24' NORTHSTAR	2 from 17,000
24' SAN JUAN	13,500
24' NIGHTINGALE	12,900
25' JR. CLIPPER	offer
25' NORTHSTAR 500	17,000 ★
25' CATALINA	13,750
25' NORDIC FOLKBOAT	6,000
25' KILLER WHALE	13,000
26' THUNDERBIRD	offer
26' PEARSON COMM.	13,500 ★
26' ARIEL	13,000
26' S-2	19,500/offer
26' COLUMBIA	13,800
26' COLUMBIA	13,750 ★
27' CHEOY LEE O/S	24,000
27' SANTA CRUZ	18,900
27' MULL CUSTOM	18,000 ★
28' IRWIN	18,900 ★
28' COLUMBIA	13,500
28' WYLIE	27,000
29' HERRESHOFF	30,000 ★
29' COLUMBIA	35,000
30' MORGAN	29,900
30' HERRESHOFF	29,500
30' BURNS ½ TON	39,500
30' PACIFIC	12,500/offer
31' AUXILIARY CUTTER	offer
32' VANGUARD	31,000
32' ERICSON	36,000
32' 5.5 METER BOAT	7,250
33' CAL	42,500
33' TARTAN 10	38,000
34' "PENDRAGON" DAVIDSON	69,000
35' ERICSON	49,000
35' SANTANA	80,000
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 ★
36' HERRESHOFF KETCH	54,900
36' L-36	30,000
36' FARR ONE TON	2 from 64,900
37' ERICSON	59,900
37' APACHE	48,000
37' CF	59,900
37' RAFIKI-CUTTR	78,500
38' ALAUELLA	94,000
38' FARALLONE CLIPPER	38,000 ★
39' SANTANA	105,903
40' TRINTELLA KETCH	140,000 ★
40' GARDEN KETCH	85,000
41' CHEOY LEE	124,900
41' MORGAN	105,000
43' METER R-BOAT	29,500
43' SWAN	139,000
44' PETERSON	110,000
45' STEEL KETCH	110,000
47' STEEL KETCH	75,000
50' OFFSHORE SLOOP	150,000
55' STEWARD KETCH	170,000

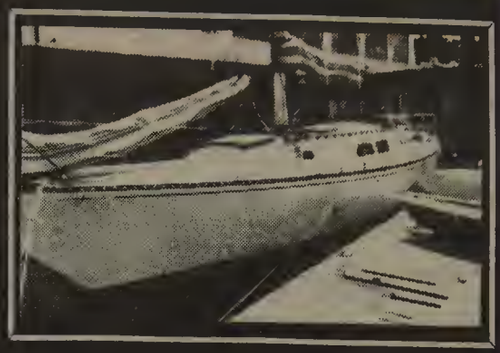
★ BOAT INCLUDES S.F. BERTH

AT OUR DOCKS!!

MULTIPLE LISTING BROKER

Closed Tuesdays

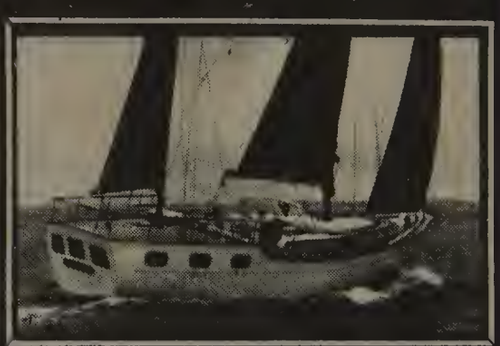
FOOT OF LAGUNA ST.
SAN FRANCISCO
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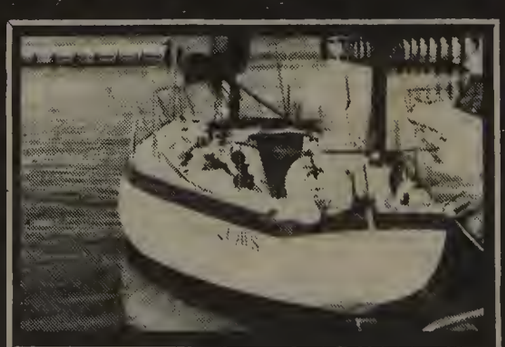
NEWPORT 41. Extremely well-equipped for cruising w/windvane, self-tailing winches, dsl. & full sail inventory. Mint condition. Asking $74,000.



SANTA CRUZ 27. Loaded w/sails, exc. electronic complement, Barient winches, sexy black paint job. Asking $17,900.



40' TRINTELLA — Holland-built to the highest standards, teak decks, aft cabin, 2 heads/showers, ready to world cruise — exc. liveaboard. Prime S.F. berth incl. Asking $140,000 or consider property trade or ?



CF 37 — Designed by Shad Turner, extensive inventory w/9 sails, complete elec., hyd. backstay, etc. Sellers very motivated — asking $59,900 but will consider offers.

Hank Easom, Andrew Pitcairn, Rollo D. Dog

meissner winches

Bruce Farr's Latest Baby Has *Meissner* Winches!

The *Farr 740 Sport*. Bruce's newest 24 footer, with retractable keel. Double spreader rig, pleasant cruising accomodations, speed, control, 100% floatation, and an extravagantly complete equipment list, had to have winches good enough to live up to the design, performance and quality.

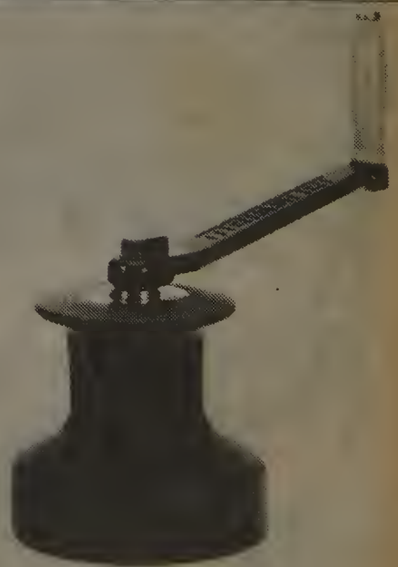


The *Farr 740 Sport* comes with Meissner Winches as standard equipment: 2 No. 10's for halyards and things; 2 No. 18 2-speeds for primary sheet winches.

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COMPLETE YACHT

(Includes Galvanised Trailer with Brakes)
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